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SHANGHAI MERCHANTS' PLAN.

TO SECURE REPRESENTATION
AT HOME.

THE AMALGAMATION WITH CHINA
ASSOCIATION.

As briefly announced by cable the
Committee of the Shanghai Chamber of
Commerce has amalgamated with the
Shanghai Branch of the China Associa-
tion, in order to secure more efficient
co-operation in matters of interest to
British traders in the Far East.

The subject was discussed at a general
meeting of members of the British Cham-
ber of Commerce at Shanghai on August
19th.

Brig-General E. B. Macnaghten,
C.M.G., D.S.O., Chairman of the Cham-
ber, presided, and was supported by
Messrs. A. Calder Marshall (Vice-Chair-
man), H. L. Arnold, A. W. Burkin,
G. L. Campbell, H. W. Lester, J. L.
Lowson, P. W. Massey, T. H. McSweeney,
G. W. Sheppard, A. H. George, and J.
Campbell, Acting Secretary.

The Chairman said:—Gentlemen,—The
purpose of this meeting is to consider
the amalgamation of the committees of
the Chamber and the Shanghai Branch
of the China Association; and, if approved,
the adoption of certain amendments to
the Chamber's constitution, objects
and rules rendered necessary by such
amalgamation.

The necessity for closer co-operation
has been apparent to the committees of
both bodies for many years, and was
particularly emphasized when the two
committees met on several occasions to
discuss the Lincheng outrage in order
that their united opinion might be for-
warded to London, thus strengthening
the representations made to H.M. Gov-
ernment.

Other questions of as great, and in
some cases greater importance, have been
discussed at joint meetings of the two
committees, but despite this whole-
hearted co-operation, the fact that the
two bodies were separate and distinct,
often placed the Chamber in the awkward
position of not being cognizant of what
action London had taken on recommen-
dation forwarded.

Draft Proposal Accepted.

At the end of last year your committee
appointed a sub-committee to draft a
report on the amalgamation of the Cham-
ber and China Association. At the re-
quest of the latter body a joint sub-
committee meeting was held, the scheme
was very thoroughly discussed, and a
letter addressed to the China Association
was drafted. This draft letter was ap-
proved by the full committees of the
Chamber and China Association and was
forwarded to London on April 19th of
this year.

The letter read as follows:—
The question of the amalgamation of
the local branch of the China Associa-
tion with the Shanghai Chamber of
Commerce has recently been considered
at some length by the Committees of
both bodies.

It is felt by many of the persons most
interested that the representation of our
national interests in Shanghai by two
separate organizations is apt to be un-
duly cumbersome; and it is believed that
the desired end could be achieved by a
single body, certainly as effectively as
at present and with considerable economy
of effort.

From the Chamber's point of view the
present arrangements are not satisfac-
tory, as, although they work through the
China Association in London, they are
not in direct communication with that
body. They consequently do not know
what is going on in London, how their
recommendations or views are received,
or what steps, if any, are being taken to
give effect to the same. Moreover, the
personal contact which is so essential,
if good results are to be achieved, is
entirely lacking.

In the event of amalgamation it is
proposed to call the new body "The
British Chamber of Commerce and China
Association." Membership would be open
to firms as at present and associate mem-
bership would also be open to individuals
not connected directly with commerce.
Adequate arrangements would be made
for the election or appointment to the
Committee of persons having special
knowledge of political affairs and for a
voting system that would be equitable as
regards associate members.

It is suggested that copies of minutes
of all its Committee meetings be sent
to London in order to keep you in touch
with the situation in China. Further,
this arrangement should be reciprocal as
it is equally important for us in China
to keep in touch with the doings and
thoughts of the China Association in
London.

Generally speaking, the scheme com-
mends itself to the local committee of
the China Association, provided that the
London committee would consent to re-
present the new local body in London in
the same manner in which it has hitherto
represented the local branch of the China
Association. On the assumption that
that would be the case, I am directed to
request you to be good enough to put
the scheme before the London Committee
with the local committee's recommenda-
tion that it be adopted.

In conclusion, I would specially ask
that the views of the London committee
may be communicated by cable in order
that any necessary arrangements may
be proceeded with before subscriptions are
collected from members of the local
branch of the Association for the new
financial year.

The China Association London replied
as follows:—
"Re your letter of April 12th, we ap-
prove if you find constitution of amal-
gamated bodies practicable."

(Continued on next column.)

"THERE ARE NO WRITING EXPERTS."

JUDGE'S TERSE COMMENT IN
WILL CASE.

CHALLENGED REQUESTS.

"There are no experts on handwrit-
ing although I know some people who
come here and claim to be handwriting
experts," said Mr. Justice Swift.

He was commenting on cheques signed
by a Miss Fowler, of Alverstoke, Ports-
mouth, whose £8,000 will is contested by
relatives.

Miss Fowler left all her money to Dr.
Emanuel's Homes, and Dr. Stephenson's
Home for Children. Her brothers, Mr.
D. D. Fowler, solicitor, of Southampton,
and Mr. H. Fowler, of Bognor, allege
that she was not of sound mind at the
time she made the will. They allege that
Miss Fowler:

Wandered about at night.
Thought she was watched from the
air.

Ill-treated an elder sister with whom
she lived.

Died in an asylum a year after she
made her will.

Friends' Stories.

Mrs. Ethel Rose Jewell, of Gosport,
one of the first witnesses, said she had
seen Mr. Hugh Fowler smack Miss
Fowler's face.

Mr. Hugh Fowler, who was in court,
emphatically shook his head in denial of
the allegation.

Mrs. Jewell said it was a fact that
Miss Fowler wandered at nights about
the street. Sometimes it was early morn-
ing before she could find her, and once a
policeman brought her home.

Mrs. Lillian Gully, of Southampton,
said she had known Miss Fowler for
many years. Miss Fowler and her elder
sister, who lived with her, did not agree
very well. The elder sister often drank
too much and took venereal, and the
younger sister had to restrain her, and
it caused trouble.

Mr. C. J. E. Bond, solicitors' manag-
ing clerk, said he took instructions from
Miss Fowler for her will, and she said that
she did not desire any of her family to
have any of her property. She was per-
fectly capable of making and executing
a will, and was quite placid.

Some Modifications.

Agreement to the scheme having been
received from London, a joint sub-com-
mittee from the Chamber and the China
Association was appointed to consider
the details. It was found on more care-
ful examination that the outline scheme
contained in the letter of April 19th re-
quired certain modifications. This letter
contained a suggestion for the amalga-
mation of the two bodies. The sub-com-
mittee, whose subsequent report was ap-
proved by the full committees, was of
opinion that amalgamation of the two
bodies was on the whole inadvisable and
unnecessary. Sentiment played no small
part in the expression of that opinion.
A feeling existed that the members of
an old body as the China Association
would be loath to agree to an amalga-
mation which might ultimately mean
absorption. Secondly, the sub-committee
was of opinion that many members of
the China Association being on the staffs
of firms already members of the Cham-
ber, would no longer consider themselves
under an obligation to continue their
membership of the China Association,
and, therefore, there would have been a
disastrous decrease in the funds other-
wise accruing from its members. The
only link with the past of so important
a body as the China Association, would
have been the continuance of its name in
the new title.

This was a point debated at consider-
able length; the sub-committee eventually
decided that adequate co-operation and
co-ordination could be effected if the
two committees only were amalgamated.
That recommendation has been approved
by all the members of the China Asso-
ciation and by your committee and now
awaits your ratification.

Separate but Combined.

Under the amalgamation of the two
committees—whose title shall be "The
British Chamber of Commerce and China
Association Committee, Shanghai"—each
body will retain its separate entity; its
own committee, chairman and vice-chair-
man but the secretary of the Chamber
will be secretary of both bodies. The
amalgamated committee, the chairman of
which will invariably be the chairman
of the Chamber, will consist of from
eight to 15 members of the Chamber's
committee and four members of the Asso-
ciation's committee, and will usually
meet under the same conditions and
to discuss such problems as the Cham-
ber's committee now meets. It will in-
variably meet when it becomes necessary
to make united and unanimous recom-
mendations to London on any subject of
importance to the British Community
in the Far East when it is necessary for
the Chamber and the Association to
speak with one voice.

By such arrangement, and I am sure
you will agree, neither body has lost
freedom of independent action, but both
have gained added power by an amal-
gamation of committees which will enable
them to speak far more authoritatively
and far more cogently to London than
heretofore.

I trust, therefore, you will ratify the
amalgamation of the Committees. In
order to enable you to do so, I will move
the following resolution:—

"That this meeting of members of the
British Chamber of Commerce, Shanghai,
hereby ratifies the amalgamation of the
Committees of the Chamber and the
Shanghai Branch of the China Associa-
tion."

Mr. Calder Marshall seconded, and the
resolution was passed.
The Chairman: "That is all the busi-
ness of the meeting; the amalgamation
will be effective from September 1st."

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[56]

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MUSICAL TIFFIN—1-2 p.m. \$1.25 per cover.
SPECIAL—(Gnocchi au Gratin).
TEA DANCING—5-7 p.m.
DINNER DANCING—8-12 midnight. \$1.50 per cover.

THURSDAY

MUSICAL TIFFIN—1-2 p.m. \$1.25 per cover.
SPECIAL—(Chicken Pie).
TEA DANCING—5-7 p.m.
DINNER DANCING—8-12 midnight. \$1.50 per cover.

FRIDAY

MUSICAL TIFFIN—1-2 p.m. \$1.25 per cover.
SPECIAL—(Choucroute Garnie).
TEA DANCING—5-7 p.m.
DINNER DANCING—8-12 midnight. \$1.50 per cover.

SATURDAY

MUSICAL TIFFIN—1-2 p.m. \$1.25 per cover.
SPECIAL—(Bouillabaisse).
TEA DANCING—5-7 p.m.

CARNIVAL NIGHT

SPECIAL DINNER—\$3 PER COVER.

NOVELTIES.

KINDLY RESERVE TABLES IMMEDIATELY.

NOTE:—The Cafe and Lounge are Open Daily
From 8 a.m. to Midnight.

TELEPHONE C. 1576 FOR RESERVATIONS. [128]

THE CHINA COAST.

CHANGES IN OFFICER PERSONNEL

Mr. R. H. Fairley, chief officer, *Hsin Peking*, has gone chief officer, *Nanning*.
Mr. J. Taylor, from leave, has gone chief officer, *Hsin Peking*.
Mr. P. R. Cheetham, chief officer, *Wenchow*, is on Home leave. Mr. J. Robinson, chief officer, *Shantung*, has gone chief officer, *Wenchow*. Mr. P. J. Maley, from reserve, has gone chief officer, *Shantung*.
Mr. V. S. Hamill, chief officer, *Chusan*, has resigned. Mr. G. A. Elias, chief officer, *Ichang*, has gone chief officer, *Chusan*.
Mr. W. T. Paul, from reserve, has gone chief officer, *Tatung*.
Captain A. Glendinning, late of the C.N. Co., is deceased.
Mr. G. P. Cape, second officer, *Suiyang*, is on reserve. Mr. J. M. McWilliams, from reserve, has gone second officer, *Suiyang*.
Mr. S. C. Smith, from Home leave, is on reserve. Mr. J. Nolan, from reserve, has gone chief officer, *Kwangse*.
Captain C. E. Fisher, of the *Taming*, is on reserve. Captain E. M. Gellie, from reserve, has gone master, *Taming*.
Captain F. A. Lovergrove, of the *Tai-foo Wan*, is on reserve. Captain D. Lupton, of the *Linan*, has gone master, *Tai-foo Wan*. Captain T. G. Beer, from leave, has gone master, *Linan*.
Mr. H. G. Woodstock, second officer, *Foochow*, has gone chief officer, *Linan*.
Mr. C. S. Murray, second engineer, *Wenchow*, is on reserve. Mr. J. P. Miller, third engineer, *Wenchow*, has gone second engineer, same ship.
Mr. E. C. Woodford, acting chief officer, *Chipping*, has gone second officer, *Nanning*. Mr. F. Webster, second officer, *Chipping*, has gone acting chief officer, *Chipping*.
Mr. E. J. A. Porter, acting master, *Foohsing*, has gone chief officer, *Lien-shing*. Mr. W. A. Balch, chief officer, *Lien-shing*, has gone master, *Foohsing*.
Mr. N. Richardson, second officer, *Suiyang*, has gone chief officer, same ship.
Mr. D. C. Cairns, chief officer, *Suiyang*, is on reserve.
Mr. J. Fry, from reserve, has gone second engineer, *Foohsing*.
Mr. R. Symington has been appointed supply third engineer, *Tuckoo*. Mr. D. W. Pollock, supply third engineer, *Tuckoo*, is on reserve.
Mr. N. Watson, second engineer, *Foohsing*, has gone acting chief engineer, same ship.
Mr. S. C. McKinley, chief engineer, *Foohsing*, is on reserve.
Mr. R. Brown, chief officer, *Kiang-shun*, has gone acting master, *Kaho*. Captain J. M. A. Crawford, of the *Kaho*, is on reserve.
Mr. A. Saharoff, acting chief officer, *Kiang-shun*, has gone second officer, *Kaho*.
Mr. D. E. Weidemann, second officer, *Kaho*, is on reserve.
Captain H. A. Kornfeldt, of the *Kaho*, has gone master, *Kiang-shun*. Captain D. D. Ross, of the *Kiang-shun*, is on reserve.
Mr. J. Mackellar, from reserve, has gone chief officer, *Kiang-shun*. Mr. L. Raks, chief officer, *Kiang-shun*, is on Home leave.
Captain A. McKinnon, of the *Kiang-shun*, is on Home leave. Captain V. A. Harris, of the *Suitai*, has gone master, *Kiang-shun*.
Mr. E. W. Matthews, chief officer, *Lungshan*, has gone master, *Suitai*. Mr. R. H. Stewart, chief officer, *Suitai*, has gone chief officer, *Lungshan*.—Shipping and Engineering.

PASSENGERS.

ARRIVALS.

Per s.s. *President Jefferson*, from Seattle via ports, on August 23rd:—For Hongkong:—Lieut. Comdr. F. Baltzly, U.S.N., Mr. Chow Ching Chuen, Mrs. E. Danenberg, Mr. Tam Hoy, Mr. Felix Lake, Miss Madeline Lake, Mr. Ling Tsun Lich, Mr. and Mrs. C. S. Lo, Miss Martha Lo, Miss Mary Lo, Lieut. E. W. Morris, U.S.N., Lieut. S. C. Norton, U.S.N., and Mrs. S. C. Norton, Mr. S. Simpson, and Mr. R. E. Wall. Among passengers passing through on their way to Manila were: Mr. and Mrs. Wm. B. Barney, Mrs. L. M. Blakeney, Mrs. M. Geo. D. Bowers, Mr. and Mrs. J. Caldwell, Dr. R. Coxon, Mr. J. de Prida, Lieut. and Robert E. Hancock, Miss J. Hancock, Master R. E. Hancock, Mrs. R. E. Horner, Master R. E. Horner, Miss H. Horner, Mr. Arthur J. Long, Mr. R. Luther, Mr. Wm. McGibbon, Mr. and Mrs. W. B. Ranney, and Mr. Robert Silliman.

Per s.s. *Kitano Maru*, from London via ports, on August 24th:—For Hongkong:—Mr. A. Earl Cartney, Mr. D. M. Kanton, Mr. C. E. Mahony, Mr. S. E. Achle, Mr. L. G. Brunwage, Mr. G. Howard, Mr. M. Ishizaki, Mr. Johanne Carsten, Mr. S. Leishman, Mr. Ting So Tsz, Mr. J. T. Villanova, and Mr. J. Hiraoka. Among passengers passing through on the *Kitano Maru* were: Miss A. Courtney, Mr. M. Funakoshi, Mr. F. Honna, Mrs. C. Honna, Mr. H. Hayashi, Mrs. S. Hayashi, Mr. M. Ida, Mr. H. Kubozawa, Mr. S. Kurusu, Mr. H. Kajino, Mr. K. Matsumoto, Mr. M. Matsuda, Mr. H. Numano, Mr. K. Naito, Mr. T. Takase, Mr. K. Tomita, Mr. T. Uenohara, Mr. M. Yamamuro, Mr. T. Yokio, M. Yonezawa, Mrs. S. Yonezawa, Mr. T. Kuwahara, Mr. C. Nakano, Miss E. D. Brock, Miss M. J. Brock, Miss E. E. Brock, Mr. and Mrs. M. P. Carve, Mr. E. J. Edward, Mr. H. H. Franzenberger, Mr. K. Furuchi, Mr. K. Hasegawa, Miss C. Imura, Mr. M. Kira, Miss M. Katakata, Mr. I. Mikami, Mr. A. E. Rolf, Mr. S. Ueda, Mr. Y. Yoshida, Mr. F. Anzai, Mr. S. Dimitry, Mr. King Min Kwak, Mr. N. Mitt, Mr. N. Mitt, Master P. Mitt, Mr. H. Moro, Mr. Tai Show So, and Mr. S. Yaguchi.

(Continued on next column.)

HONGKONG STOCK EXCHANGE.

CLOSING QUOTATIONS.

August 24th, 1926.

Banking Bank	\$1,100 sel.
Do, London	\$138 sel.
Chartered Bank	\$201 buy.
Mercantile Bank & A. S.	\$204 buy.
Do, O.	\$204 buy.
P. & O. Bank	\$204 buy.
Kwai Asia Bank	\$204 buy.
Canton Insurance	\$204 sel.
China Underwriters	\$204 sel.
North China Insurance	\$204 sel.
Union Insurance	\$204 sel.
Yangtze Insurance	\$204 sel.
China Fire Insurance	\$204 buy.
Hongkong Fire Insurance	\$204 buy.
Hongkong & S. S. Steamships	\$204 buy.
Hongkong & S. S. Steamships	\$204 buy.
Indo-China (Fr.)	\$204 nom.
Do, (Del.)	\$204 nom.
Shell Transport	\$204 nom.
Star Ferry	\$204 sel.
Waterworks	\$204 sel.
China Sugar	\$204 sel.
Malayan Sugar	\$204 nom.
Banque	\$204 nom.
Kaucho Mining & A.	\$204 nom.
Langkat (combin.)	\$204 nom.
Do, (single)	\$204 nom.
Shanghai Extractions	\$204 400 buy, 5 sel.
Shanghai Loans	\$204 7 nom.
Roads	\$204 nom.
Tramways	\$204 buy.
Ural Caspian	\$204 nom.
H.K. & W. Docks	\$204 532 sel.
Hongkong	\$204 174 buy.
New Engineering	\$204 114 buy.
Shanghai Docks	\$204 114 buy.
H.K. & S. Hotels	\$204 102 sel.
Hongkong Lands	\$204 buy.
Hongkong Realty (p.)	\$204 3 sel.
H.K. Territorials	\$204 sel.
H.K. Developments	\$204 10 sel.
Humphreys Estates	\$204 13, 30 sel.
Prince's Buildings	\$204 39 sel.
Kwai Land	\$204 buy.
Ewo Cottons	\$204 233 buy.
Oriental	\$204 24 buy.
Shanghai Cottons (old)	\$204 52 buy.
Do, (new)	\$204 27 buy.
China Buses	\$204 104 nom.
Hongkong Tramways	\$204 24 buy, 24 sel.
Peak Irons (old)	\$204 nom.
Do, (new)	\$204 700 nom.
Singapore Tractions	\$204 108 buy, 12 sel.
Taxis	\$204 sel.
Amusements	\$204 buy.
Canton Irons	\$204 174 sel.
Cements (combined)	\$204 sel.
Do, (old)	\$204 sel.
Do, (new)	\$204 sel.
China Lights (combined)	\$204 buy.
Do, (old)	\$204 nom.
Do, (new)	\$204 nom.
China Providents (old)	\$204 30 buy.
Constructions	\$204 nom.
Dairy Farms	\$204 sel.
Lur & Wings	\$204 sel.
Hongkong Electric	\$204 sel.
Macao Electric	\$204 nom.
H.K. Bays (combined)	\$204 sel.
Do, (old)	\$204 sel.
Do, (new)	\$204 sel.
Lane Crawford	\$204 nom.
Mackintosh	\$204 nom.
Sincere	\$204 nom.
United Asbestos	\$204 nom.
Watsons (old)	\$204 nom.
Wm. Powells	\$204 nom.
Buy—buyers; sel.—sellers; na.—sales nom.—nominal.	

EXCHANGE RATES.

(BRITISH WIRELESS SERVICE.)

Rugby, August 22nd.

Paris	172 1/2
Brussels	175 1/2
Amsterdam	12 1/2
Berlin	20 1/2
Copenhagen	18 2/3
Vienna	34 1/2
Helsingfors	12 1/2
Lisbon	2 1/2/32
Buenos Aires	4 1/2/32
Shanghai	9/32
Yokohama	1 1/2/32/32
New York	45.9/16
Geneva	25.151
Milan	151
Stockholm	18 1/2
Oslo	22 1/2
Prague	164
Madrid	32 3/32
Rio	7/19/32
Bombay	1/5.63/64
Hongkong	9/24
Silver (spot)	28.13/16
Silver (forward)	28 1/2

DEPARTURES.

Per s.s. *President Jefferson*, for Manila, on August 24th:—Miss H. F. Yates, Mr. Dy Yen You, Mrs. J. Yuzon, Master Maunul Dy Pen You, Master Santiago Dy Pen You, Mr. Quan Khee Chong, Mr. Chan Yui Pin, Master Quan Kwok Son, Mr. C. E. Maligay, Mr. and Mrs. Wm. B. Barney, Mrs. L. M. Blakeney, Mr. and Mrs. Geo. B. Bowers, Mr. and Mrs. M. Caldwell, Dr. Rose Coxon, Mrs. J. D. Prida, Lieut. and Mrs. R. E. Hancock, Master R. E. Hancock, Mrs. R. E. Horner, Master J. Horner, Master R. E. Horner, Miss H. Horner, Mr. A. J. Long, Mr. R. Luther, Mr. and Mrs. W. G. Ranney, and Mr. Robert Silliman.

Per s.s. *Korea Maru*, for San Francisco via Shanghai and Japan ports, on August 25th:—Mr. H. E. Gibson, Mr. Chester Morrison, Mr. L. Domeiro, Mr. J. Gofanian, Miss Belokoroff, Mr. Chow Wah Jeung, Master Chew Yuko Kwon, Mr. K. Yamada, Mr. A. Waller, H. W. Pilug, Mrs. Klatelako, Miss M. Klatelako, Mr. Leung Kam Chuen, Mr. N. Kuyano, Mr. R. E. Coxon, Mr. H. Parsons, Mr. H. P. Sharp, Mr. K. Watanabe, Mr. A. Nabeshima, Mr. H. Harada, Mr. K. Sudzuki, Mr. Yamoko, Rev. F. A. Biotossi, Mr. Low Shee, Mr. Henry Chun, Dr. Shan Kuo Liang, Mrs. Irmgard Lian, Mr. Tam Hai Foo, Mrs. Akiko, Mr. K. Ebashi, Miss H. Koba-yashi, Mrs. L. Tsing, Mr. An Man Lin, Mr. Kong Hai Man, Mr. Wong Soo Tack, Mr. Kwok Cheong, Mr. and Mrs. Jackson, Master Jackson, Mr. S. B. Zaher, and Mr. and Mrs. Leedham.

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HONGKONG.

MANSLAUGHTER CHARGE.

CHINESE CONSTABLE NOT GUILTY.

SENSATIONAL CONCLUSION.

A sensational ending marked the trial of the Chinese constable, arraigned on a charge of manslaughter at the Criminal Sessions yesterday. Mr. Justice Wood told the jury that in his opinion the prisoner was guilty.

The jury returned a verdict of "Not guilty" and prisoner was discharged. His Lordship said that he did not agree with the verdict. "Mr. Jenkin raised such an argument only to confuse the real issue. My opinion is that this man had no justification in law to act as he did, and I think that on his own statement that this man should be convicted of the offence."

With these words Mr. Justice Wood (the Puisne Judge) concluded his summing-up. The charge was the sequel of the death of a pig-dealer, in a sampan on June 18th, from a gun shot wound caused by defendant firing his revolver.

The jury retired for twenty minutes, and on their return the foreman announced that they had come to an unanimous decision, that prisoner was not guilty.

Addressing prisoner, his Lordship said: "The jury has found you not guilty, and you are discharged. I may, however, say that I do not agree with their verdict."

During the afternoon hearing there was a large number of civilians and police officers in Court. The Hon. Mr. E. D. C. Wolfe (Captain Superintendent of Police) was also present.

When the case was resumed yesterday morning an interpreter gave evidence regarding the statement made by the prisoner when he reported the occurrence. Prisoner had said that he was attracted to the Praya at West Point on seeing people putting some bags in a sampan. Before he reached the sea-front the sampan moved off. He called on the occupants to stop, and when they refused to do so, he fired at the sampan. He thought that they were engaged in smuggling contraband.

Replying to Mr. Jenkin, witness said that he subsequently interpreted to Inspector Grant statements made by two sampan women. He had also interpreted the statements of the accountant and the two *jokis* at the pig dealer's store. Inspector P. Grant was then called.

POLICE ORDERS.

Mr. Dyer Ball said that at the Central Magistracy, Inspector Grant was called upon to put in certain papers and orders of the police giving instructions as to when a constable was entitled to fire. The attitude which the Crown took in regard to these papers, said Counsel, was that they were not strictly relevant to the case, and that they would not avail the prisoner in the least. Mr. Jenkin replied that Mr. Dyer Ball could not really have any objection. Any instructions in reference to the use of firearms by the police should be put in by the Crown.

Counsel for the Crown said that he was quite prepared for the papers to be put in.

SAMPAN WOMAN WOUNDED.

Inspector Grant said that on receiving a report from the prisoner he went to the junk in the harbour. There was a sampan alongside and there he found the body of the deceased. He took the women to the Police Station, and on the way one of them showed him a wound in her leg. After the women had made their reports they were allowed to go, and had not been seen since.

In reply to His Lordship, witness said that at 9 o'clock at night no sampans were allowed at the Praya wall. Permits were granted only to certain junks.

Mr. Jenkin questioned witness in regard to police instructions, and put in certain orders drawn up and issued with regard to the use of firearms in June and July, 1922. These, he said, were in the handwriting of the Hon. Attorney-General and were current at the time of the shooting on the praya.

SERIOUSNESS OF ARMS TRAFFIC.

Further replying to Mr. Jenkin Inspector Grant said that he had been 20 years in the Police Force.

Mr. Jenkin: From the police point of view, the most serious menace to public security at the present day is the traffic in arms, and unlawful possession of arms?—Yes.

That traffic has increased beyond all measure during your service in the police?—Yes.

And the offence of trafficking is one which is smartly dealt with by the police and the judiciary?—Yes.

The cases of trafficking are mostly concerned with the harbour?—Quite a number.

The majority occur there amongst water-going people?—Yes, I daresay.

"A LEVEL-HEADED CONSTABLE."

This constable is a level-headed officer, is he not?—That is so.

You have had no intimation at any time prior to this occurrence that he had in any shape or form exceeded his duty?—No.

Since the day of this occurrence—it is over two months—he has been at large has he not?—Yes.

His liberty was not at all restrained; he was under his own personal recognisances for \$250?—Yes.

SEARCH BY LAND AND WATER.

Mr. Jenkin was questioning witness in regard to the statements made by the sampan women, when his Lordship objected and said it would be merely hearsay and not evidence.

Witness said that when the women were at the Station their licences were taken from them. Since then they had been searched for by land and water but had not been found.

Inspector Grant also said that deceased's brother told him, through the interpreter, that before he died deceased told him that he had been hit. Deceased's brother had also said that he heard the constable calling but did not hear what he said.

THE BOAT COULD NOT BE CHASED.

Mr. Jenkin was permitted to re-call a district watchman, who had given evidence on the previous day. In reply to Counsel as to whether there were any sampans nearby which could be chartered to chase the other boat, witness said there were no other boats in the vicinity.

Mr. Dyer Ball again read the whole of prisoner's statements, when the case for the Crown was closed.

Mr. Jenkin said that he and Counsel for the Crown had agreed regarding the conduct of the case. As prisoner's statements had been read, he (Mr. Jenkin) did not intend to call his client to give evidence.

Mr. Dyer Ball then addressed the jury.

PRISONER NOT PROTECTED BY REGULATIONS.

In his final address for the prosecution, Mr. Dyer Ball said that the prisoner claimed that he saw the men carrying bags or sacks. On that point the evidence was quite clear that there were no such things being carried. There was not a particle of evidence except the prisoner's statement. It might be put to them that it was not the act of an innocent man not to stop. In answer to that, he pointed out that the men were strangers to the Colony, and were ignorant of the regulations; they did not understand the local dialect, and had done nothing wrong. He submitted it was just as much the act of an innocent man to continue as to return under those circumstances.

Counsel referred to three regulations regarding firing, and said he did not think the prisoner was protected by any of them. The prisoner, in his statement, had said he did not stop to think when he fired. Counsel further submitted that according to law the prisoner was guilty of the charge of manslaughter.

Mr. Jenkin (Counsel for the defence) said that the man himself had no doubt in his own mind but that he had done right by using his firearms. He had used them in connection with his duty as a member of the police force. And Counsel held that he was more than justified. If this man could be recruited, could be given the King's uniform, could be armed, could be sent out on police duty in the training school when he might be in circumstances as set out in the orders, instructions which he got direct from the Crown through the channel of the C.S.P. and carried out these instructions, then he could not be found guilty. It was inconceivable that under such circumstances that the gentlemen of the jury would be party to the man's conviction of manslaughter. The man suspected that the persons in the sampan were trafficking in arms, and he acted as any intelligent officer would have acted.

AUTHORITY FLOUTED.

Counsel emphasised that the prisoner had sufficient ground for entertaining that suspicion, and it was an honest suspicion. What in fact was done by the people in the sampan was resistance. Unless resistance had a hyper-technical meaning, the man had every reason to believe that what was being done was a flouting of his authority; resistance to him in the carrying out of his duty and signal failure on the part of the sampan people to carry out their obligations.

The constable in what he did was covered and wholly justified by the orders as made out by the Attorney-General. The police were instructed to fire if a man was in unlawful possession of arms, or if he resisted search or arrest.

They were, continued Mr. Jenkin, in the extraordinary unhappy position that the representative of the learned Attorney-General would not inform them whether they were a correct or incorrect exposition of the law.

"I am not only voicing the position of this constable," added Mr. Jenkin, "I am airing also the pathetic position of all the officers and men in the Force. If this is tenable, the position of the Police Force on the whole is in a very extraordinary one."

AN IMPOSSIBLE STORY.

Continuing Counsel asked if a word of the narrative of the witnesses for the prosecution could be believed. Could they believe that these men having boarded the sampan, having heard the police whistle and a shot fired, were in total ignorance of the fact that they did not know that it was done by a police officer in uniform? Could they believe that they had no idea that the whistle and shots concerned them; and that they had no idea that the deceased man was hit.

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MAGASIN GENERAL.

Counsel put it to the jury that it was impossible for them to accept any single word of that story at all. It was obvious that the sampan people were keeping something from the Court, something they did not desire to disclose.

ATTEMPT TO DECEIVE.

No man, Chinaman or European, or any other nationality would have sat in that sampan and rowed out to the junk and not turn to see or take the trouble to enquire under what circumstances those unusual happenings were taken place.

Dealing with the evidence given by the deceased man's brother, Mr. Jenkin said that he had said that he had sat under the hood of the sampan and that hearing his brother's exclamation, he did not connect it with the reception of a bullet, but thought he was suffering from seasickness. "Gentlemen," said Mr. Jenkin dramatically, "there has been a deliberate attempt to throw sand in the eyes of this tribunal. It is an affront to your intelligence for that man to stand in the witness-box and ask you to believe that he thought that his brother was overtaken by sea-sickness."

UNCONTESTED AND UNCHALLENGED.

That was a lie, continued Counsel, and for one uncontested reason the jury knew it was. At the Police Station immediately after the occurrence that very same man told Inspector Grant that his brother had been shot by a constable. That had not been challenged and it could be taken as an established fact.

And yet that man held that the manner in which his brother met his death was an absolute mystery to him. Moreover, and again it was uncontested and unchallenged, before going to the Police Station that man told the shop accountant the precise circumstances in which his brother had lost his life. Then he knew that the police had called upon him to stop; his brother told him that he had been hit; therefore, he knew what had occurred. He, therefore, knew that he was committing the grossest possible perjury in the face of the Court.

HIDING SOMETHING.

It was obvious that he was trying to screen from the Court participation in something which it behooved him to keep dark. Counsel, therefore, asked the jury to wholly disbelieve what he said, and, furthermore, to wholly disbelieve what the other witnesses said. The whole of the pack knew that what they were engaged not in carrying pigwash to the junk but in doing something else. Seeing how they acted, anyone wearing the King's uniform would have been an imbecile, if he thought they were engaged in anything but the serious traffic of arms. The pigs had arrived at 4 o'clock, but no pigwash was taken to them until 10 o'clock. The shop *jokis* had said that they could not go earlier as they were having *chow*. It was illegal to take a sampan from the Praya as they did. The pig-dealers were strangers, but the shop *jokis* did not tell them that they were doing an illegal thing. The shop *jokis* went home; they neither heard nor saw anything. It was an affront to anybody to ask one to digest such an excuse.

Continuing, Mr. Jenkin said that in spite of repeated warnings the sampan people refused to obey the police constable. So he sought to arrest their progress by using his firearms. He had the surest ground for the suspicion he entertained that these people were trafficking in arms.

MEANING OF "RESIST"

Counsel then informed his Lordship that he intended quoting from Webster's Dictionary as to the meanings of the word "resist." It did not mean only that the supposed arrestee had to punch a constable's head, shoot him, knock him down or trip him up. It meant more than that using a degree of force. In the dictionary its meanings were "defeat," "thwart," "baffle." It did not necessarily mean force used against a constable by the arrestee. Unfortunately, it was one of the words which had no judicial interpretation at all. Refusal to stop when hailed was tantamount to resistance.

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OF PRIME IMPORTANCE.

The matter, continued Counsel, was of prime importance in regard to the rights of users of arms. If the police did not know where they were, the public were also in the same position.

Counsel asked what would happen in the case when a constable chasing a prisoner found that the latter had stopped the constable's progress by blowing up a bridge. The wanted man was on one side, the constable on the other. That surely was a fair meaning to the word resist. In the same way the same people had resisted the constable. He had no means of overcoming that resistance. Every constable would need be a powerful and effective harbour swimmer, if he were not allowed to use his arms in such circumstances. There was no suggestion that he could swim after them, and no other craft was available.

A DILEMMA.

His whole defence, Counsel added, was that he relied on the law which had emerged from the very department which had put his client on his trial. They were certainly in a dilemma. They were told the order was *bat-law*. If it was *bat-law*, then what was the position of the unfortunate defendant? He acted according to it. But if it was *bat-law*, he was guilty of manslaughter, and if it was good then, he was justified. But Counsel felt that there would be no difficulty at all if one took the common-sense working view of the case. According to that, law police officers were given authority to do exactly what the constable had done.

THE POLICE VIEW.

He had no overweening sense of his own authority, he had not been dealt with departmentally, he was a conscientious constable. He carried out his duty and believed he would have the protection of the law. Until this case was brought on every policeman in the Force believed it.

"He stands there fearing nothing," concluded Mr. Jenkin, "and he asks you to say that he is guarded by the section of the law as given by the Attorney-General. He had his suspicions; they were well grounded, and he could not have carried out his duty otherwise without doing what he did. The plight of the dead man is nothing in comparison with that of the police and public, if you find in this case as the Crown would have you to."

JUDGE'S SUMMING-UP.

Mr. Justice Wood, in summing-up, said that it was a very important case but not difficult. If every constable in the force were in such a position it would be a very serious matter, and if the case disclosed that it would be well to have it made clear. Everybody desired to help the police in the performance of their duties. The jury might consider the police justified, but they may also think that the police were too tight in the use of arms. They may have an idea that human life here was not given sufficient value. But with such considerations all they were concerned with was the application of the law of the Colony to the evidence before them.

Mr. Jenkin had asked them to discredit all the Crown witnesses. But they could even leave their evidence aside. The jury would have to acquit or convict the prisoner on his own statement.

Were these persons resisting arrest? He disagreed with Counsel for the defence that the law held that a person smuggling arms could be shot if he ran away. Mr. Jenkin had suggested that the whole Police Force was in doubt. His Lordship did not think that was the case. The power to take life in effecting arrest was limited to a very few cases. Illegal possession of arms was not one of them. A constable's duty was not merely to arrest criminals, but also to preserve human life.

Mr. Jenkin's argument, continued his Lordship, had only been raised to confuse the real issue. He was of opinion that the constable had no justification within the law, and he thought that on his own statements that the prisoner should be convicted of the offence.

The jury were absent for 20 minutes, and returned a verdict of "Not guilty."

JUDGE DISAGREES WITH VERDICT.

In discharging prisoner, his Lordship said, "I personally do not agree with the verdict."

SIX WEEKS.

DURATION OF OPERATIONS IN HUNAN.

WU PEI FU'S ESTIMATE.

CANTON NAVY AND THE RUSSIANS.

[FROM OUR CHINESE CORRESPONDENT.]

Marshal Wu Pei Fu, it is stated, hopes to be back at Hankow before August 7th. According to reports which are said to come from him direct, he anticipates ending the "anti-Red" operations in Hunan within six weeks.

"Anti-Red" circles in South China suspect General Sun Chuan Fang, the Kiangsu and Chekiang Tapan, of "sitting on the fence," and they are growing impatient about the slow movement of his troops.

It seems that the Kuomintang is concentrating its whole strength on the defence of Canton City, and is giving up districts which are hard now to defend. Since August 12th, Hoyun and Chikam have fallen into the hands of "anti-Reds," or bandits as they are termed by the Kuomintang.

The continued discord among members of the Kuomintang Navy in Canton is causing vexation to the Soviet Commission in Canton City, a body which in its capacity of advisers, is now actually directing the affairs of the Kuomintang. The Kuomintang s.s. *Chungshan*, the flag ship of the Canton Navy, is now assuming an "attitude of indifference" towards the Russians.

THE "LABOUR" WAR.

The "war" among the rival factions of workers in Canton which commenced with the street fighting of July 29th is being transferred to the Canton River.

On the afternoon of the 17th the "Reds" and the "anti-Reds" employed on board the salt-transporting junks in Canton Harbour began to quarrel over the collection of membership fees of their union. There are two sets of officers and each group states that the other has not been legally appointed. The dispute is still going on, but so far the fighters have only used fists and sticks, and no death has been reported.

The Police in Canton on the night of August 21st again succeeded in saving seven "anti-Reds" from "illegal execution" by "Reds" representing themselves as labour union pickets. Some 15 "Reds" caught seven "anti-Red" workers in a tea-house at Wai Oi Street. It was decided to shoot them then and there but the Police appeared just in time.

In view of the uncertain position of the "Reds" in the Kuomintang and to readjust their position within the party, a joint conference of "Reds" and non-Communists in the Kuomintang is to be held before the end of this month in Canton. The Chinese Communist Party is to be represented at the joint conference by Messrs. Li Ta Chao, Chi Chao Pei, and Chang Kuo Tao.

VARIOUS ITEMS.

No one seems to care for the presidency of the Kwangtung University in Canton. Upon the further refusal of Mr. Tai Tien Tiao, a Japanese returned student, to take up the position, the Kuomintang is appointing Mr. Ching Heng Yi, of Shanghai, as acting president. The students, however, are opposing the appointment, saying that Mr. Ching is not sufficiently well-known to head the school, which will be re-named Chungshan University, in honour of the late Dr. Sun Yat Sen.

After a year of imprisonment awaiting trial, the trustees of the Public Granary at Fatsan have now been freed. The Kuomintang, upon its return to power a year ago, decided to "confiscate" the granary in Fatsan. The trustees naturally took exception to this, and a number of them were consequently taken into custody.

The Kuomintang is inviting Mr. Soo Shin Ching, of the Canton Strike Committee, Mr. Woo Chung Tong, of the Canton General Chamber of Commerce, and Professor Chung Wing Kwong of Canton Christian College, to become members of the advisory council of the Canton Municipality.

PRECAUTIONS AGAINST CHOLERA.

THE DANGER OF CUT FRUIT AND ICE CREAM.

RISK OF CONTAMINATION.

SANITARY BOARD PASS BY-LAWS.

The risk of being infected by cholera germs through eating cut fruit and ice-cream was emphasised at a meeting of the Sanitary Board yesterday afternoon, when, although there is at present no cases of cholera in the Colony, precautionary measures against it were brought forward.

At this meeting the President introduced a motion to pass two by-laws prohibiting, if the necessity arose through an outbreak of cholera in the Colony, the sale of cut fruit and ice-cream. The reason for the introduction of these by-laws, which were eventually passed into law after discussion, is that there is a great danger, in time of a cholera outbreak, of such foodstuffs exposed on market stalls and by street hawkers being contaminated by handling and by flies. Therefore the Board has considered it advisable to take necessary steps to prevent the spread of cholera if the necessity arises.

Those present at the meeting were the President (Mr. N. L. Smith), Hon. Dr. W. V. M. Koch, Dr. J. C. Macgowan, Dr. S. W. Tso, Dr. S. C. Ho, Col. Boylan Smith, Mr. Wong Kwong Tin, Mr. R. A. D. Forrest (Secretary) and Dr. A. G. M. Severn (Medical Officer of Health).

The President said he was able to propose a motion without notice under a certain section of the Ordinance, which allowed that, provided two-thirds of the members present agreed, certain by-laws could be passed.

THE BY-LAWS.

The President went on to explain that they wished to pass certain by-laws which the Medical Officer of Health considered it desirable to have made law in view of the possibility of an outbreak of cholera. These by-laws, continued the President, dealt with two items, which in the opinion of the Medical Officer of Health, were most important.

The first by-law related to cut fruit, that was fruit with the skin off. The second by-law referred to ice-cream. Both of these foodstuffs were sold in considerable quantities in the streets.

The President said that he thought the Board would agree that it was desirable that they should have powers to deal with these foodstuffs if it did become necessary to deal with them. He was sorry he had not been able to circulate to members a draft of the by-laws, but he had only received a draft of it a half-hour before.

He had obtained the opinion of the Chinese members of the Board, whom, he thought, agreed that such by-laws were necessary. As regarded the ice-cream, the matter was slightly complicated. The Board did not wish to prevent the sale of all ice-cream in the Colony. It was proposed that the Board should aim to prohibit the sale of ice-cream in the Colony, if, and when necessary, except in the case of certain firms or persons who were definitely approved and given a permit by Medical Officer of Health to sell the commodity.

The President then proposed that he be allowed to propose the adoption of the suggested by-laws.

This was agreed to.

THE OBJECTS.

The President then proceeded to read the draft of the by-law, which was in three sections and made under Section 13, of the Public Health and Building Ordinance of 1903, of Ordinance No. 1 of 1903. The contents of the by-law were the same as outlined in the President's opening remarks, namely to prohibit the sale of cut fruit and ice-cream in the Colony, if the necessity arose in order to take precautions against the spread of cholera, in view of an outbreak.

Dr. Ho: You are asking for the power now to bring this by-law into force if necessary, or do you mean to put this into force?

The President: Only for the power. Before this becomes active it is necessary for the Board to meet and to declare the necessity of the by-laws coming into force, and they will then be published in the Gazette.

Dr. Macgowan: I gather that this is a precaution against contamination by foodstuffs being touched by flies?

The Medical Officer of Health: Yes. Dr. Macgowan suggested that the by-laws should apply in respect of every uncooked foodstuff exhibited in the markets. He thought it should apply to everything that was eaten without being cooked, apart from merely cut fruit and ice-cream.

THE DANGER.

The Medical Officer of Health replied that vegetables were practically all cooked by the Chinese before being eaten. Other fruit, apart from cut fruit, was always prepared in some way before being eaten, either by stewing or some other means of cooking or cleaning. The Medical Officer of Health added that he had given the matter a great deal of attention, and it seemed to him that the greatest danger lay in cut fruits. Contamination spread from the skins to the hands of the coolie and then on to the cut fruit itself, which was usually much handled by the coolie in the course of cutting up. Then again flies might settle on the cut fruit and contaminate it.

In the case of ice-cream, the danger lay with the hawker who prepared it and made it in the street. A good deal of handling took place in the course of preparation of ice-cream, and there was also the danger of using milk of uncertain origin. It might be advisable to apply these rules in certain circumstances to many other things, but he thought the motion before the meeting met the case.

Dr. Macgowan: I think if you are going to make a regulation you should make it properly. If you are going to do the job properly then do it and let the regulation apply to all foods that are not cooked before consumption.

Dr. Ho said that the chicken and roast pork was hung up perhaps for a day or so before being purchased, and were not usually cooked before being eaten.

Dr. Tso thought the cut fruits and ice-cream were the most dangerous. He was of the opinion that the Board should go only thus far and apply the regulations to these commodities. It would mean no end to it if they applied the rules farther at present.

APPEALED TO CHILDREN.

The Medical Officer of Health commented that ice-cream particularly appealed to children, and it was the practice of hawkers to wait outside schools and supply children with it. The majority of the children were not old enough to understand and appreciate the danger of eating it.

Dr. Tso said he would like the regulation amended to apply to street hawkers only.

The President said that the regulation would not go far from this as it was in the discretion of the Medical Officer of Health as to who should sell ice-cream. Before a permit was granted to any premises to sell the commodity there would be an inspection of the manufacture of the ice-cream and also of the premises in which it was to be sold. The regulation was aimed in effect primarily at the street hawkers, but if some man in business in a small way was selling it in a bad way, then no permit would be given him. There was no desire to prohibit the sale of ice-cream in guaranteed premises.

WISE PRECAUTIONS.

Dr. Koch remarked that although he agreed with all Dr. Macgowan had said, he thought such wide prohibition as he had suggested would be impracticable. He thought they would have to confine themselves to the things mentioned, unless there was the possibility of other foods being contaminated. It was very wise to take precautions, and perhaps they were lucky to have escaped any cases of cholera in Hongkong. If the water continued to remain clean and the supply pure, as it had done despite the break-down, he did not think they need be afraid of cholera overtaking them in Hongkong. These precautions should be taken if they knew that at any moment they could stretch their net wider, if necessary. Dr. Koch added that another method of prevention was by inoculation, a method which could easily be adopted if necessary.

In answer to a question, the Medical Officer of Health said that memoranda had been prepared on the subject of cholera and in this memoranda the public were asked to avoid the risk of cholera as far as possible by not eating uncooked food as well as cut fruit. Posters would be displayed in prominent parts of the Colony regarding cholera and pamphlets would be distributed house to house on the subject. The information contained in the memoranda on cholera would also be published in the local press.

BY-LAWS PASSED.

Mr. Wong Kwong Tin asked whether an officer of the Sanitary Department would have power to seize cut fruit and ice-cream if he saw it being served in a manner considered to be dangerous. If this could be done then it would not be much use in having the by-laws suggested passed.

The President explained that three methods were open to them, but the Medical Officer of Health's suggestion was a much wider one and had led to the proposing of the by-laws he had brought forward.

Eventually the suggested by-laws were passed, to be used in case of necessity arising through an outbreak of cholera in the Colony.

ROUGH JUSTICE FOR BROKERS.

SUMMARY EXECUTIONS AT MUKDEN.

FIVE MORE ARRESTED.

MUKDEN, August 19th.

Five more leading Chinese exchange-brokers in the native city were arrested by the Mukden authorities this morning. Five prominent Chinese exchange-brokers and dealers in special products, who were arrested some time ago by the Chinese authorities, are reported to have been shot at 11 o'clock this morning on the execution ground outside the City.

Another report has it that the Chinese authorities, fearing public agitation, secretly executed the five merchants. Owing to rumours, even the Chinese merchants residing in the South Manchuria Railway zone have become panic-stricken, besides the merchants residing in the native city. Many people have already taken refuge in the regions along the South Manchuria Railway as well as in Dairen.—Toko.

LAWN BOWLS INTERPORT.

PROBABLE TEAM.

In connection with the forthcoming Lawn Bowls Interport at Shanghai, referred to in yesterday's issue, it has been suggested that the likely team that will represent Hongkong will be Omar, Holland, Lapsley and Witherspoon (skip).

While this is not official and the selection has not been, we understand, finally made, it is learned that these players figure as being the likely choice of the selection committee.

Next Saturday there is another practice match, and it is believed that the above players will play against another team for a final test.

In addition to the above bowlers, one or two more will be selected to go as reserves from among those able to get away from Hongkong.

GOLF INTERPORT.

TEAM NOT YET SELECTED.

As previously announced, the Golf Interport with Shanghai at the Northern port has been fixed for October 6th and 7th, which will be followed by the amateur championship of China.

The Hongkong team has not yet been selected, but invitations have been sent out to possible players asking them, whether in the case of their being selected to represent the Colony, they would be able to get away from Hongkong.

So far, all replies from prospective Interporters have not been received. When these are all in, then the selection committee will know exactly who are available and will be able to make their choice of a team. Six members will play, but seven will be sent to Shanghai, one as reserve.

DEEP WATER BAY COURSE.

It is learned that the damage done through the recent storm at the Deep Water Bay course is now estimated at \$2,000. Steps have been taken to repair the damage as soon as possible. It will yet be some time before the Happy Valley course is at all suitable for play, as a considerable amount of clearing and repair has to be done.

WATER POLO.

The Club de Recreio beat the Hongkong Electric Co. yesterday by seven goals to nil. Frances Pereira scored 3, G. Carvalho 3 and Martel 1.

TO-DAY'S MATCHES:
6.00 p.m.:—X.B. School "B" v. East Surreys.
6.30 p.m.:—Club de Recreio v. V.R.C.

COUNTY CRICKET.

COLLAPSE OF SOMERSET.

[THROUGH REUTER'S AGENCY.]

(Somerst v. Australians, Saturday's scores: Australia: 225. Somerst: 42 for 0 wicket.)

London, August 23rd. The resumption of this game at Taunton was delayed until 12.40 p.m. owing to a drizzle. In spite of the weather, there were ten thousand spectators.

Somerst were dismissed for 153, the whole of the wickets falling to-day for the addition of 111 runs. Richardson took four wickets for 18 runs, while Grimmett took five at a cost of 64 runs. The Australians had made 197 for the loss of three wickets when stumps were drawn, J. M. Taylor making 75.

LAWN TENNIS.

MRS. MALLORY'S VICTORY.

[REUTER'S AMERICAN SERVICE.]

FOREST HILL, August 23rd. Mrs. Mallory regained the National Women's Lawn Tennis Championship, defeating Miss Ryan, 4-6, 8-4, 9-7.

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[3812]

BIRTH.

SOUTHERTON.—On August 19th, at the
Victoria Nursing Home, Shanghai,
to Mr. and Mrs. R. G. SOUTHERTON,
a son.

DEATH.

PHILLIPS.—At the Victoria Nursing
Home, Shanghai, AUDREY EVELYN,
aged 13 months, the beloved daughter
of THOMAS and EVELYN PHILLIPS,
Kiangnan Dock.

Hongkong Office: 11, Charter Road.
London Office: 131, Fleet Street, E.C.

The Daily Press.

HONGKONG, AUGUST 25TH, 1926.

A QUESTION FOR THE CANTON
GOVERNMENT.

We published yesterday, from a Shamesen
correspondent, an account of the illegal
acts which are committed daily by Strike
Pickets within sight of the foreigners'
homes and offices in Canton. There was
little comment. It was a plain statement
of fact. Every day Chinese and foreign-
ers alike are brutally ill-treated by bullies
who are acting under the authority of
the so-called Strike Committee.

Last week, during the course of a
speech made at the opening of the new
premises of Messrs. Lane, Crawford, Ltd.,
H.E. The Governor of Hongkong very
justly referred to the Strike Committee
as a "band of organised banditti and
pirates."

The reply to this statement from Canton
is the following communiqué issued
by the Canton Information Bureau:

"In lately opening the new premises
of a firm of drapers and grocers at
Hongkong the Governor referred to the
futility of the attempts being made by
a band of organised banditti and pirates
misnamed the Canton Strike Committee
to do injury to this Colony. The
Governor went on to criticise the
Canton Government. 'The Canton
Government even now has not realised
that the first duty of a government is
to maintain law and order, adding
'it connives at organised piracy and
brigandage in the Provincial capital
itself.' This statement has aroused

great national indignation in the Liang-
kwang. Numerous meetings were im-
mediately summoned in order to deal
with this grossly provocative charge
made at a moment when the negotia-
tions between the Canton and Hong-
kong Governments are only adjourned
and not ended. A big parade is an-
nounced for this week in order to prove
that the Chinese people in the Liang-
kwang support the strike and boycott
movement."

There is one question which every
foreigner in the Far East would like
Canton to answer plainly. The com-
munique quoted above does not touch
the subject. The question is, "Does the
Canton Government associate itself with
the actions of the Strike Committee?"
Our Shamesen correspondent, said yester-
day "I sincerely believe that Mr. EUGENE
CHEN realises the discredit the pickets
bring upon the Government and is him-
self ashamed of the present position." This
is the belief that has guided us
throughout the whole of the unfortunate
misunderstandings of the past fourteen
months. It may be argued that the
people in the Liangkwang heartily sup-
port the British boycott. That does not
effect the point at issue. Hitherto we
have steadfastly refused to associate the
responsible and intelligent heads of the
Canton Government with the illiterate
gangs of hoodlums who are admittedly
reaping a splendid financial harvest
through their thoroughly well organised
system of blackmail, threat and torture.
The Canton Government has failed to
maintain order. That is evident. But
we can appreciate the difficulty of their
task. Unruly elements got out of hand
in all countries. It is, however, one thing
to fail to stem the tide and quite another
to swim with it. Which is the Canton
Government doing?

That is a question which we hope Mr.
EUGENE CHEN will answer without quibble
or equivocation. A straightforward reply
at the present juncture would clear the
air and would do more than a hundred
conferences to establish a basis for a
reasonable settlement of trade disputes.

According to the old Chinese calendar,
yesterday was the 'Stopping of Heat'
(Ch'u-shu).

Two American gunboats have recently
arrived in port, these being the *Helena*
from Canton and the *Sacramento* from
Tsingtao and Shanghai.

Home mail (letters only, via Nega-
patam, dated London, July 29th) are
due to-morrow by the *Tikuru*; while
Home papers of the same date are due
by the s.s. *Jeyapore* on Sunday.

The forthcoming wedding is announced
of Mr. Henry Ching, journalist, of the
South China Morning Post, residing at
No. 333, Nathan Road, Kowloon, and
Miss Ruby Irene Mary Kong, residing
at No. 7, Yue Kwong Terrace.

Latest information to hand concerning
the King's Own Scottish Borderers is
to the effect that they will relieve the East
Surreys in the latter part of October.
There will be a special ceremonial parade
of the East Surreys before departure.

In recognition of her public services,
and of the services rendered by her
husband, the late Sir Francis Piggett
formerly Chief Justice of Hongkong,
especially in the study of international
law, Lady Mabel Waldron Piggett has
been granted a pension of £50.

A Chinese was charged before Major
C. Willson at the Central Magistracy
yesterday with the theft of a tin of
petrol from a P.W.D. motor-roller at
Queen's Road East. Mr. Fletcher, of
the P.W.D., pressed the case, pointing
out that such thefts were becoming com-
mon and the Department took a serious
view. Defendant was sentenced to six
weeks' hard labour.

Some three thousand licences for the
retailing of cigarettes were issued by
the Revenue Department, said Revenue
Officer Pearce in the Police Court yester-
day in explaining the difficulty of
keeping track of the movements of some
hawkers who are continually changing
their pitches. A large number of these
retailers were charged with either lack-
ing a licence or failing to have these
renewed, before Mr. R. E. Lindsell, and
fines ranging from \$10 to \$20 were im-
posed.

Three women were involved in a charge
of disorderly conduct at the Central
Magistracy yesterday. It was stated
by the prosecution that the first defend-
ant called on the third and an argument
took place in regard to a money loan
association. The dispute led to a fight
in which they both rolled down a stair-
case, but they got up and started fight-
ing again. His Worship remarked that
falling down the staircase did not seem
to have quenched their ardour. Defend-
ants were fined \$2 each and were further
bound over to keep the peace on personal
bonds of \$50.

BAG-SNATCHING.

EUROPEAN LADY ROBBED.

A SECOND ATTEMPT.

While Miss Mackay, matron at the
Military Hospital, Bowen Road, was on
her way from the tramway station to the
Hospital at 4.30 p.m. on Monday, a thief
came from behind and stole her hand-
bag.

The total value of the bag and con-
tents, including \$7 in money, was \$10.
The thief has so far not been traced.

An attempt was made at 9.30 p.m.
to steal a handbag from another Euro-
pean lady, Miss Livay, sister at the same
Hospital. She was standing on the
bridge at Bowen Road, when the thief
tugged at her handbag from behind. She
succeeded in holding on to the bag and
succeeded in chasing the man away.

From a description of the thief furnish-
ed in the reports, the police are of the
opinion that the thief in the earlier in-
cident was the same man who made the
second unsuccessful attempt.

HONGKONG CHRISTIAN
STUDENTS.SUCCESSFUL SUMMER
CONFERENCE.

The summer conference of Hongkong
Christian students, under the auspices of
the Y.M.C.A., closed a successful four-
day session in the hostel of St. Stephen's
College at Pokfulam Road yesterday.
Student delegates from Ning, Wa, St.
Paul's, and other schools attended.

Among the speakers at the conference
was Mr. J. D. Bush, a local business man
who was sometime professor at Peking
University.

The object of the conference is to call
the student Christian workers together
and to discuss methods for promoting
student Y.M.C.A.'s, Bible study among
young men, personal work, social service
and other activities.

The conference was advised by Mr. T.
Moffatt, associate general secretary of
the Chinese Y.M.C.A. in Hongkong, and
its student officers were Mr. Lee Yiu
Ming, chairman, and Mr. Tang Yuan
Chow, secretary. Both Lee and Tang are
students of Ying Wa College.

Among those who gave addresses to the
students was Mr. Ko Ki Fan, who rep-
resented Hongkong students at the Triennial
National Conference of the Y.M.C.A. in
China held at Tsingtao from August 4th-
10th. Mr. Ko reported that hundreds of
Y.M.C.A. students were now to be found
in all parts of China, and some 175
student delegates were present at the
Tsingtao Conference.

Among other Hongkong residents at-
tending the Tsingtao Conference were Mr.
J. L. McPherson, Mr. Li Siu Pak, Mr.
Andrew Ling, Mr. Ho Pak Ping, and Mr.
Yip Kum Shing.

THE MISSING "WING SHING."

NO NEWS OF PIRATED LAUNCH
AND KIDNAPPED CREW.

No news had been heard up to last
night of the missing steam launch *Wing
Shing*, which was commandeered by the
pirates, who attacked the fishing parties
at Tung Shing Bay on Saturday night.

A report from Macao stated that a
strange steam launch which might answer
to the description of the *Wing Shing* had
been seen in Hongkong waters, going
towards the Sanwui district, but, on
enquiry in official quarters last evening,
we were informed that no news had been
received by either the police or naval
authorities of the *Wing Shing* or her
kidnapped crew.

A description of the missing vessel
has been circulated in shipping circles,
and this together with certain measures
taken by the local police authorities, is
all that can be done at the moment.

THE WEATHER.

YESTERDAY REPORTS.

Yesterday's report by the Royal Obser-
vatory on pressure conditions and the
typhoon read as under—

10.25 a.m.—Pressure has decreased
moderately at Pochoo, and slightly at
Amoy and Shanghai. It has increased
considerably at Ishigaki, moderately over
Fuzhou and slightly elsewhere.

The typhoon entered the coast early
yesterday morning, and is now in Lat.
22deg. N., Long. 124deg. E., moving
N.N.W. or falling up.

The weather report, forecasts and re-
marks, issued by the Royal Observatory
at 5.38 p.m. yesterday, read:

Typhoon is falling up in the vicinity of
Kiu-kiang.

Local forecast: S.W. winds, moderate,
fair.

TRAFFIC CASES.

EUROPEAN FINED FOR RECKLESS
DRIVING.

Before Major C. Willson, at the Cen-
tral Magistracy yesterday, a European
motor cyclist, Mr. D. L. de Leur, was
charged with reckless driving in Stubbs
Road on the evening of August 15th. He
pleaded that he was unaware of the in-
cident.

Mrs. R. Weill stated in evidence that
her car, which was coming down from the
Peak, was brought to a halt when the
motor cyclist flashed "past between" her
car and one of two other cars coming
from the opposite direction.

Mr. C. P. Marcel, who was driving one
of the other cars, also stated in evidence
that the motor cycle overtook his car
without any warning and at a speed
which he estimated at 35 miles an hour.

His Worship held the charge to be
proved and imposed a fine of \$20.

NEGLIGENT DRIVERS.

The driver of a Thornycroft lorry, was
fined \$6 on each of two charges of driving
an unlicensed vehicle and having inef-
ficient brakes. A more serious charge
was that of overloading his lorry with
1½ tons earth when the maximum allow-
ed was only seven tons. The fine on this
charge was \$15.

A licensed lorry driver was fined \$15
for carrying three men beside him. An-
other, a learner, was fined a similar sum
for driving a lorry at Garden Road.

In the case of P.W.D. lorry driver who
was fined \$10 for teaching another to
drive, it was stated that the regulations
were posted up in the garage and he
would probably be dismissed.

OVERLOADED CYCLE.

Sergeant Hopkins, prosecuting in an-
other case, said that the defendant, a
Chinese youth, was driving a motor
cycle with two companions on the pillion
seat behind him. That was not calculat-
ed to give the driver sufficient elbow
room for safe driving, and, in any case,
the practice of having more than one
passenger on the pillion was dangerous.
A fine of \$10 was inflicted.

THE QUEEN'S THEATRE.

AN ATTRACTIVE PROGRAMME.

Although not advertised as an extra-
ordinary movie production, "Slander the
Woman," which opened at the Queen's
Theatre yesterday is quite an attractive
picture, with an appealing story. The
scenes, for the most part, are laid in
snowbound regions on the banks of the
Hudson.

The film is well worth seeing and will
be screened again to-day.

An additional attraction to the pro-
gramme is Miss Gladys Garfield, who
contributes some new songs, which were
last night well received and appreciated.

NON ANGLI SED ANGLERI.

[WITH PROFOUND APOLOGIES.]

Since, Sam, you are going out fishing
Away in the wilds of Tai-ko,
Astonishing fortune to you.
To fish far removed from the madding
Crowd surely is bound to be nice,
But I trust you'll forgive me for adding
Just one or two words of advice.

I once was the champion of Tooting;
They speak of my skill to this day.
None other so crafty at looting
From duck-ponds the tidier at play.
But tho' I'm prevented by Fate, (or
By sickness), from sharing your fight,
Be sure that a brother Piscator
Is with you in spirit to-night.

That patience is surely a virtue
In fishing is frequently proved;
And a stock of the same will not hurt you
Lest to watch you may chance to be moved.
I've heard anglers swear like a trooper:
I trust you'll refrain if you can,
For one does not address a group
As though it were merely a man.

'Twixt fishing and Scotch the connection
I rather has always been tight,
So surely with much circumspection
You've chosen the venue to-night.
Whatever by weight the best bag is,
However the fish run by size,
The fellow who catches a haggis
Must surely receive the first prize.

But pardon my adding a warning.
In view of the trouble last week,
If you wish to get home before morning
Some form of protection you'll seek.
Believe me that surely 'twere best, ward
And watch to keep well, so from noon
The *Ambrose* should cruise to the Westward
While the *Tamar* patrols Lyemun.

E.W.H.

FAR EASTERN CABLE
NEWS.

[THROUGH REUTER'S AGENCY.]

MARSHAL WU PEI FU'S
MOVEMENTS.

PEKING, August 24th.

Wu Pei Fu reached Chengchow yester-
day morning and conferred with Kuo
Ying Chieh, upon whom he impressed the
necessity of suppressing Fan Chung Hsiu
with the least delay, so that the opposi-
tion of Honan would not grow while
he was occupied with the Southerners.

Wu Pei Fu left for Hankow yesterday
evening.

"WHO'S WHO" ON THE "PRESI-
DENT JEFFERSON."

The Admiral Oriental liner s.s. *Presi-
dent Jefferson* arrived here late on
Monday evening from Seattle, via Japan
and Shanghai, with 1,770 tons of miscel-
laneous cargo for discharge here and 3,500
tons of freight for Manila. The liner
sailed for Manila last evening and will
leave Hongkong again for the States on
September 1st.

There were several interesting passen-
gers on board for Hongkong, as well as
a number passing through to Manila.

Those disembarking at Hongkong yester-
day included:—
Lieut.-Comdr. F. Baltzly, U.S. Naval
Officer.

Mrs. E. Danenberg, of Hongkong, re-
turning after a short trip to the North.
Mr. Felix Lake and Miss Madeline
Lake, American tourists visiting the
Orient.

Mr. C. S. Lo, his wife and family. Mr.
Lo is a Chinese business man, returning
from the States.

Lieut. E. W. Morris, a U.S. Naval
Officer.

Lieut. and Mrs. S. C. Norton, Lieut.
Norton is attached to the U.S. Navy.

Mr. S. Simpson, from England, is mak-
ing a business trip to the Orient.

Mr. R. E. Wall, a student of biology,
en route to the Lingnam University,
Canton, to teach and engage in research
work.

Among the passengers for Manila
were:—

Mr. and Mrs. Wm. B. Barney, formerly
of the Seattle Office of the Admiral
Oriental Line, en route to Manila for the
Dollar Line.

Mrs. L. M. Blakeney, of Manila, re-
turning to that City.

Mr. G. B. Bowers and his wife. Mr.
Bowers is a journalist and newspaper
correspondent on tour in the Orient,
accompanied by his wife.

Mr. M. Caldwell and his wife. Mr.
Caldwell is export sales manager of the
Certainted Products Corporation on a
business trip, accompanied by his wife.

Dr. Rose Coxon, D.D.S. of Utica, New
York, on tour in the Orient.

Mrs. J. de Frida, an educator of the
Manila Public Schools.

Mr. Richard Luther, a representative of
the Certainted Products Corporation.

Mr. Arthur J. Long, en route to Kuala
Lumpur to join the Yukon Gold Co.

Mr. W. G. Ranney and wife, making a
business trip through the Orient.

Tuesday, August 24th.

COAL DISPUTE.

COLLIERY SHARES FIRMER.

MEN STILL RETURNING.

(THROUGH REUTER'S AGENCY.)

LONDON, August 23rd.

An official return at noon to-day stated that 4,619 miners had resumed in Derbyshire, and that 431 more men were working in Warwickshire than on Saturday. There was no change in the position in Northumberland or Scotland.

The miners of Yorkshire are strongly against resuming on the basis of district settlements and a notice posted at Ashby de la Zouche says that relief will be withdrawn from the children of men who resume coal-getting. Trade Union circles are eagerly discussing the possibility of fresh negotiations being opened. Pressure is being brought on the Government on behalf of ironmasters and bankers. The names of the archbishop of Canterbury, Sir Herbert Samuel and Mr. Lloyd George are mentioned as possible peace intermediaries.

(BRITISH WIRELESS SERVICE.)

PITS RE-OPENING.

LUGBY, August 23rd.

Many of the pits in the Nottinghamshire and Derbyshire coalfields were re-opened to-day for the first time since the stoppage began on May 1st.

It is reported that altogether about 1,000 men presented themselves for work in Nottinghamshire for the first shift and the owners state that large numbers are available for the later shifts. The complete figures are not yet available.

In response to efforts of pickets and speeches of the miners' leaders, including Mr. A. J. Cook, who urged the men to stand out for a national as opposed to local settlement, a considerable proportion of those who had signed on were dissuaded from fulfilling their contracts, but on the other hand, it is reported that the colliery offices are still registering men for work for to-morrow and Wednesday. They state that the full effect of the movement will not be felt until Thursday or Friday.

During his week-end speeches Mr. Cook hinted that fresh negotiations, as a result of Government intervention, were imminent, but this statement was probably based on a misunderstanding, for the general situation has undergone no change and there is no prospect of a move by Government until it is evident that the action would be fruitful of results.

There were demonstrations by pickets in some localities to-day, but no serious disorder occurred.

(THROUGH REUTER'S SERVICE.)

EARLY TERMINATION POSSIBLE.

LONDON, August 23rd.

Anticipation in South Wales of the early termination of the coal stoppage was reflected on the Cardiff Stock Exchange to-day. Colliery shares were most firm with a strong demand. All the leading shares showed an upward tendency.

At least 6,000 miners have resumed in Nottinghamshire and Derbyshire and 740 more men are working in Warwickshire than on Saturday. Four hundred more men are at work at Cannock Chase.

A FLOURISHING DANISH COMPANY.

COPENHAGEN, August 24th.

The East Asiatic Industrial and Plantations Company's report shows a surplus of 563,300 kroner including 908,000 kroner brought forward. The Board recommends that a thousand kroner be carried to the Dispositions Fund, a dividend of sixteen per cent, and that they carry forward 722,000 kroner.

FRENCH FINANCES.

LOAN FROM SWITZERLAND.

PARIS, August 23rd.

M. Poincaré is issuing in Switzerland a loan for 60,000,000 Swiss francs redeemable within the period beginning April 1st, 1927, and ending at the latest on October 1st 1931.

RUSSO-URUGUAY RELATIONS.

MOSCOW, August 23rd.

It is announced that the Government of Uruguay has recognised the Soviet Government *de jure*, stating that it considers Russo-Uruguayan diplomatic relations have been completely re-established.

THE LEAGUE OF NATIONS.

GERMANY FINDS A SUPPORTER.

(THROUGH REUTER'S AGENCY.)

MONTVIDEO, August 24th.

It is learned on reliable authority that Uruguay will support Germany's claim for a permanent seat in the Council at the forthcoming meeting of the Assembly of the League of Nations at Geneva.

SPAIN'S ATTITUDE.

LONDON, August 24th.

Senhor Yangua's announcement that he will not attend the League meetings at Geneva, does not promise well for a smooth discussion on the question of Germany's election to a seat on the Council. The claims of Poland and Spain to permanent seats have been recently given prominence, and though it is likely that Poland will consent to a compromise, there have been no signs of yielding in the case of Spain. Indeed, the possibility has been discussed of Spain retiring from the League if Germany is elected.

The recent pronouncement of General Primo de Rivera that Tangier ought to be included in the Spanish Protectorate has caused astonishment in France where the claim is regarded as a bargaining counter in the Council seat discussions. The importance of the Cabinet meeting at which Senhor Yangua announced his decision not to go to Geneva is emphasised by the fact that at Madrid, despite a temperature of 105 in the shade, King Alfonso has remained in the capital to preside over the Cabinet; and the British Ambassador, contrary to custom, is this season remaining in Madrid instead of going to San Sebastian, the Court's summer residence.

Senhor Yangua's conclusion that the Cabinet had said that their deliberations related to Tangier and the League of Nations and dwelt upon the world-wide interest of General Primo de Rivera's pronouncement.

It is said that at the meeting in Geneva, on the 30th instant, the Committee will discuss the seats question, which is regarded as the culminating event in international politics and the most important for Spain.

It is regretted that diplomatic negotiations now proceeding will prevent a fuller statement.

(BRITISH WIRELESS SERVICE.)

TUBE RAILWAY.

LONGEST IN THE WORLD.

LUGBY, August 23rd.

Trials were successfully undertaken to-day over the new tube railway extension from Clapham Common to Morden, a distance of five miles.

The completion of this section of the underground railway enables a passenger to travel by underground without change from Edgware on the North-Western outskirts of greater London to Morden, near Wimbledon a total distance of 21½ miles. It is the longest tube railway in the world and the fact that it has become necessary is an interesting commentary on the rapid expansion of suburban London.

THE TANGIER PROBLEM.

QUESTION OF ANGLO-SPANISH RELATIONS.

LUGBY, August 23rd.

The British Press continues to discuss the meaning of the Spanish claim to an increased control of Tangier and the international zone, and the possibility of the question having a bearing on her attitude to the League Council is mooted.

Official comment is reserved, since the British interest in Tangier is largely negative, namely, that it should not become a fortified place. Any modification of the present status of Tangier would have to ensure that there should be no change detrimental to British interests in this respect. Otherwise, it is believed that any agreement reached between other Powers more closely involved in the Moroccan problem would be sympathetically considered by the British Government.

GREEK REVOLUTION.

ABOMINABLE TYRANNY.

(THROUGH REUTER'S AGENCY.)

ATHENS, August 23rd.

The overthrow of General Pangalos and his dictatorial régime has favourably affected the Bourse where exchange has risen in favour of Greece.

Pangalos and the officers arrested with him are detained at the military hospital at Athens. His attempt to escape aboard a warship and to corrupt the officers and men thereof has not improved the case against him.

M. Kondylis who was the rival Republican leader of General Pangalos at the time of the deposition of King Constantine, is still undecided what to do with General Pangalos, but the latter will probably be tried by a National Tribunal.

LATER.

General Pangalos, with the ex-Ministers, M. Tavoularis and M. Tantalidis, will be tried at the High Court and charged with crimes against the common law.

At a great demonstration in Athens last night speeches were made condemning General Pangalos' "abominable tyranny." Resolutions were passed demanding "well-merited punishment of those who have violated the people's sacred rights."

GERMAN STEEL TRUST.

EXCITED MARKET.

BERLIN, August 23rd.

The Bourse was crowded to-day with an exceptional number of visitors for the eagerly awaited announcement of the first quotation of the new German Steel Trust shares, whose introduction is unique in the Bourse's history. The quotation was delayed as the two brokers in charge of the new issue almost collapsed owing to heavy pressure of work.

The shares opened at 130 and rose in the open market to 147. Banks were recently inundated with orders totalling over double the Trust's Capital of 800,000,000 marks. The shares offered to-day were reported to be under 30,000,000 in number.

INDIAN CURRENCY.

NEW BILL CONSIDERED.

SIMLA, August 23rd.

In a crowded meeting of the Legislative Assembly, Sir B. P. Blackett moved consideration of the Indian Currency Bill. He described the Report as the most important contribution to India's currency problem since the Herschell Report of 1903 and said he was convinced that the Hilton-Young Commission would lead them in some five years to a real standard, with gold as the standard value and basis of currency. He declared that the Bill was purely transitional and he besought friendly collaboration. He repudiated the suggestion that a 18d. rupee was the Indian view and an 18d. rupee the non-Indian view.

Sir B. P. Blackett said the Bill proposed to impose on the currency authority a statutory obligation for the maintenance of the rupee within its moorings, and the Government of India agreed to the Commission's recommendation. The cry throughout India was for stability, and the Bill would certainly economically and socially benefit the country.

Ranga Chariar proposed that the Bill be circulated. He said that, like others, he wanted more time to study the problem.

Sir A. Muddiman said the Government did not desire to thrust down the Report against the threats of an unwilling House and would support the postponement if generally desired.

Consideration of the Bill was postponed.

ANTI-TRUST CASE.

ALUMINIUM COMPANY SUED.

NEW YORK, August 23rd.

Mr. George Bakell, President of the Bauch Machine Tool Company, has sued the Aluminium Company of America for \$45,000,000 damages under the Sherman Anti-Trust Law, alleging that a conspiracy was formed between the defendant Corporation and the late Mr. James B. Duke, to whom the plaintiff says he divulged his own plan, for the development of the aluminium industry.

One of the defendants is Mr. Richard Mellon, a brother of the Secretary of the Treasury.

CHURCH AND STATE.

(REUTER'S AMERICAN SERVICE.)

NEW YORK, August 23rd.

An Associated Press message from Mexico City reports that a settlement of the religious question seems imminent as the result of a conference between President Calles and representatives of the Episcopate, which the latter describe as "truly satisfactory."

President Calles told the Prelates that the Regulation providing for the registration of priests was purely for administrative purposes and that the Government had no intention of interfering with questions of dogma or religions. The Episcopate accepted this and announced that when the churches had fulfilled the legal requirements there will be no objection to a resumption of church services.

HOPES DASHED.

MEXICO CITY, August 23rd.

Hopes of a speedy settlement of the religious controversy have been dashed with the unanimous decision of the Catholic Episcopate not to resume church services at present.

Meanwhile, the boycott will continue and the church leaders will discuss plans for a Congressional campaign with a view to amending the Constitution.

(THROUGH REUTER'S AGENCY.)

VATICAN'S ATTITUDE.

ROME, August 24th.

The Vatican announces that no communication has been received from Mexican Episcopal leaders with regard to the reported negotiations with President Calles. It is added that no instructions were given to Mexican Bishops authorising them to change the policy of the Roman Catholic Church towards the laity and the laws of Mexico.

(REUTER'S AMERICAN SERVICE.)

U.S. COTTON MARKET.

ACTIVITY REPORTED.

NEW YORK, August 23rd.

The cotton market is most active and the tone very strong. Prices advanced from 101 to 104 points on a sensational bullish Government report estimating the year's crop at 15,248,000 bales, closing with a 34 to 90 gain for the day.

Heavy covering for the European trade and demand buying by new speculators attended the rise, which was further stimulated by rumours of a storm in the Gulf and rains in Texas.

The general belief is that the crop will be under 15,000,000 bales owing to damage sustained since the Government compiled its report.

OBITUARY.

A FAMOUS CINEMA STAR.

NEW YORK, August 23rd.

The death is announced of Rudolph Valentino.

AN EARLIER MESSAGE.

Doctors are of opinion that Rudolph Valentino, who was operated on a week ago for gastric ulcer and appendicitis, has a fighting chance. A fifth physician has been summoned and all are in constant attendance. Morphine has been administered at intervals to deaden the pain. Weakness prevents an attempt at blood transfusion, the suggestion of which has caused a flood of offers.

An aeroplane is bringing from Detroit a supply of special antiseptic. The hospital has been smothered with flowers from admirers and additional telephone operators have been engaged to answer enquiries. There is a constant stream of callers, especially women.

THE LAST SCENES.

LATER.

Rudolph Valentino died in hospital from septic endocarditis at 12.10 to-day. Last night, when he took a turn for the worse, he confessed and received the Absolution. Blood was transfused at the last moment, but Valentino was unable to rally. The crowds outside the hospital were so dense that the police were obliged to disperse them.

The actor's death has deeply distressed the film world, where Rudolph was most popular. Miss Pola Negri is prostrated and confined to her apartment at Los Angeles, semi-conscious.

VOODOOISM IN A MODERN SETTING.

THE NEGRO POPULATION OF NEW YORK.

MUMBO JUMBO.

Voodooism, magic medicines, and innumerable kinds of charms have been discovered as flourishing in the negro belt of New York, which has so increased in population since the war as to make New York the largest negro city in the world writes the New York correspondent of the *Evening Standard*. The negroes have their own district in the northern part of the city, known as Harlem—once a residence of whites somewhat similar to London's Kensington, but now increasingly given over to the black race. Before the war the negro population of Harlem was about 60,000. To-day, it exceeds 200,000. Before the war ten negroes owned real property. To-day 75 per cent. of the houses occupied by negroes in Harlem are owned by negroes.

Magical Rites.

Their material progress has been extraordinary. They have their millionaires even, and are establishing their own financial institutions to combat the reluctance of New York's banks to take the negro to his outward appearance value and loan him money on terms such as the whites command. The bankers of New York are not convinced that the Harlem negroes have developed a sense of responsibility, although they have been carried to comparative wealth by the prosperity of the city. The extent of magical rites performed in Harlem is one of the reasons why cautious bankers are reluctant to finance negro enterprises. Nobody quite knows what the negroes will do next.

For the magic of the jungle still exerts its influence on the Harlem blacks. Mumbo Jumbo, deity of the African tropics, has his worshippers in New York, if not in outward form at least in inward attitude. The laws against charlatans compel negro workers of magic in Harlem to camouflage their offerings somewhat, but this fact does not interrupt sales. A recently discovered catalogue of offerings included the following:—

Adam and Eve Root. Valued for its magic qualities in bringing back and holding the love of a husband, wife, or sweetheart. Sold by six shillings a box for its medicinal value in kidney troubles.

John the Conqueror Root. To this root has been attributed more wonderful and phenomenal properties than any other root or herb we've ever heard of. It is believed by certain voodooists and high priests that a person carrying a piece of this root in his pocket will never be without money and can obtain anything he desires. He will always feel strong and powerful and have much luck. Price two shillings.

Queen Elizabeth Root. This fragrant and aromatic root is held in high esteem by the coloured folk of our southern States. It is claimed to answer all questions put to it. Ask it a question, and if the answer is yes it will move to the left; otherwise to the right. We can furnish these roots 2½ full form, 2½ half form.

Many other magical compounds are advertised in the negro belt, some of them not for human ailments. Thus, "Smellage Root" attracts wild animals to hunters, and "Lovesage Seed," used by fishermen, results in large catches.

The voodoo men who offer such enticements to the Harlem blacks, so that there shall be no misunderstanding with officers of the law, plainly give notice that their purpose is innocent. One notice attached to a price list of magic mixtures says: "The writer wishes it understood that these articles are merely described and sold for their medicinal value and as curiosities, and are not recommended for their evidently impossible magic properties."

But the negroes regard this as a voodoo form to hoodwink the whites, and so the games goes on.

FOUR M.P.'S TO LOSE £150 A YEAR.

EFFECT OF NEW RULE OF ENGINEERING UNION.

Four Labour M.P.'s, Messrs. F. A. Board, David Kirkwood, Frank H. Rose and Robert Young, will presently lose £150 a year.

This is the sum which the Amalgamated Engineering Union pays them as its representatives to supplement their Parliamentary salary. The money is to be withdrawn.

In explanation of this decision, Mr. A. H. Smethurst, the general secretary, said: "A national committee, known as the rule-making body, which is the highest authority in the union, has just revised the rules. It decided that the money shall no longer be granted."

There is no appeal against this body, and the M.P.'s must carry on without the grant if they remain in Parliament. So far as we know, there is no likelihood of their retiring before an election, but that is, of course, their own affair.

No Official Salaries.

"They do not hold any offices in the union to help out their income, as is the case with some M.P.'s, because there is a rule against it. Mr. Robert Young resigned the secretaryship to enter Parliament."

"Mr. G. N. Barnes was on a different footing. The dual office was permissible in his day, but he gave up the secretaryship all the same."

The salaries the M.P.'s have received from the union have come entirely from the political fund, and their withdrawal has therefore nothing to do with the condition of the funds in general.

Miners' representatives in Parliament receive £200 a year from union funds.

FASCISM.

WHAT IT MEANS AND WHAT IT STANDS FOR.

The following *communiqué*, issued by the Italian Government and dated July 31st, is an interesting exposition of the aims and objects of Fascism.

Fascism does not limit itself to the strengthening of Governmental authority, to the close collaboration of the various social classes, to the better agreement between capital and labour and to the establishment of a national discipline to the necessities of the State and the Nation.

Fascism has to-day started a work of reconstruction of the moral education of all classes. This policy is dictated by two different needs viz:—

One of a financial nature due to the necessity of decreasing Italy's purchases in foreign countries in order to better protect the Italian currency and one essentially of social nature.

The last meeting of the Central Fascistic Board has traced the lines of this new policy which requires from all social classes a life of dignified economy, the elimination of unusual and immoral luxury and the restriction of unnecessary consumption impressing upon the nation the necessity of an austere life and of a better economical equilibrium.

PROHIBITIONS.

The result has been a certain number of provisions issued by the Government and already enforced which cannot but be taken as the beginning of a broad and powerful legislation which will not only substantially improve the currency's position, but also tend to the pacification between different social classes. Provisions thus enforced are as follows:—

(a) The prohibition for one year to build luxurious residence such as villas and expensive private dwellings so that building efforts be entirely reserved to the construction of cheap residences.

(b) Prohibition to open new public houses such as bars, coffee shops, confectioneries and night entertaining halls.

(c) Prohibition to public houses to distribute coffee, wines, tea and intoxicating drinks after 10 p.m.

Further provisions apt to bring a substantial decrease in Italy's purchases abroad along with a better welfare of families economies are the following:—

(a) Prescription to all flour mills to market wheat flour mixed with 15 per cent. of other cereals. A possibility of leaving in the bread a certain amount of bran is also being carefully studied.

(b) Prescription to sell foreign fuels mixed with a certain percentage of national alcohol. Advisable proportion of this latter is now being studied by the responsible concerns.

PROVISIONS.

The following provisions are further more being studied:—

(a) To decrease the quantity of timber required for building purposes and presently purchased abroad.

(b) To decrease the number of luxurious ornaments on buildings, both in cement, iron and bronze.

(c) To check the actual cost of production of goods of general consumption such as iron, cement, etc., in order to subsequently enforce by law standard selling prices.

(d) To push the output and consumption of national fuels.

Employers of every description have furthermore been authorised to increase from 8 to 9 the number of daily working hours.

Evidently this large policy tending to the reduction of consumption and specially to the reduction of purchases abroad is a far bearing one. It is sufficient to think that the biggest purchases made by Italy in foreign countries are wheat, coal, benzine and various minerals.

Considering the fact that steps so taken are likely to interfere with the private interest of several importers and dealers, and that nevertheless same have been accepted in perfect calmness, it must be inferred that Fascism has been able to impress upon the nation with a moral discipline, along with economical and political ones.

THE BELLES OF ST. CLEMENT'S.

THEIR "FIVE FARTHING" NOW

£1,400 A YEAR.

The old nursery rhyme known to every girl:—

Oranges and lemons,
Said the bells of St. Clement's,
You owe me five farthings,
Said the bells of St. Martin's,
When will you pay me?
Said the bells of Old Bailey,
When I grow rich, etc., etc.,

is now hopelessly out of date, as there are now only sixteen girls of elementary school-age living in the Parish of St. Clement Dane's in the Strand, and they are entitled to an annual sum of about £1,400 for their education. This money is the yearly income from an ancient charitable trust.

The London County Council, the Board of Education, and others interested have now decided that an expenditure of £1,400 annually on sixteen girls, when money is badly needed in other districts, is hardly justifiable. A new scheme is proposed.

In future, after scholarships have been awarded to the girls in the Parish of St. Clement Dane's who are in need of financial assistance, the rest of the funds will be devoted to scholarships for girls in other parts of London.

The St. Clement Dane's girls will still have more than "five farthings." They will obtain free secondary education, a grant up to £21 a year, according to their parents' income, and the examinations they will have to pass will be easier than for those who do not live in the parish.

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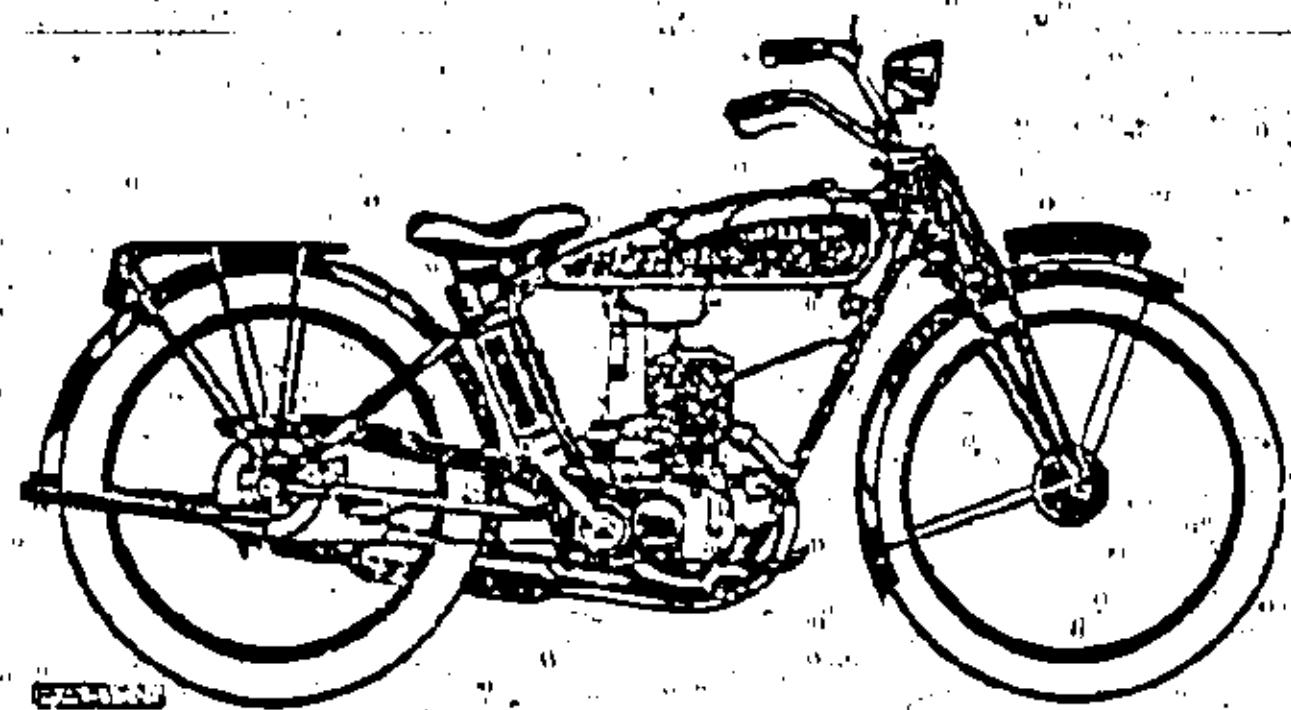
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NEW STOCK JUST ARRIVED, SPECIAL OFFER.

3 H.P. MOTOR CYCLE ... \$350.00

STOCK AND SPARE PARTS ON HAND.

EASY TERMS CAN BE ARRANGED.

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PHONE C. 1211

4TH FLOOR, BANK OF CHINA BUILDINGS,

6, DES VOUX ROAD CENTRAL.

114

(A.T.B.)

Motoring Notes:

A Weekly

Review dealing with matters of interest to all local motorists. — Towards Standardisation — Traffic Signals — Alcohol as Fuel.

[BY AN OWNER-DRIVER.]

For some time the Society of Motor Manufacturers and Traders have realised the advantages that would follow if there were not such variety in the sizes of tyres and other parts of cars.

"An effort has been made, with some success, to reduce the variations." There seems to be no reason why there should be more than three sizes of tyres, i.e., three sizes for balloons and three for ordinary tyres.

There have been many inventions, including the grease gun, during the last quarter of a century, that have made it much easier for the owner driver to look after his own car.

The one great invention that is needed is a balloon or ordinary air filled tyre that will not puncture. Alternatively, if that is quite impossible, some easier method of changing wheels or tyres is needed.

THE TRIALS OF THE TROPICS.

There is nothing more annoying for the motorist than to be compelled to change a wheel in the full glare of the sun.

"Why do you keep a chauffeur," asked an innocent non-owner recently to a man who not only drives well but who knows how to make minor adjustments.

"In case I get a puncture," was the reply.

A local lady driver, however, works on a more economical plan. She says that in England she never had any trouble about tyres. She just waited by the roadside. Beauty in distress always made an effective appeal. The age of chivalry has not yet passed.

In Hongkong she always carries a few dollar notes. There are no Automobile Association patrols, but there are cars that pass along the same road. Often the cars are empty but for a chauffeur, when she signals. Although it takes quite a lot of persuasion, she usually rewards the gallant helper with one or two dollar notes.

On the island it is almost impossible to be left derelict. It is, however, suggested that the local A.A. might establish road telephone boxes between Repulse Bay and Taikoo Dock. There might also be one on the Shek O Road. Also the A.A. might have a working arrangement with some local garage that a relief car should always be available for its members.

These thoughts are inspired by an experience of last week. At 3.30 p.m., miles from anywhere, a tyre punctured. The passengers were an elderly lady and a child of six. It was a broiling sun and of course the jack and the jack hold would not work properly. (There is a fortune for the inventor of a jack that will work as easily as a self-starter).

Well, at last a wheel was changed. There wasn't a drink within three miles. The gallons of perspiration that ran off must have evaporated—it was quite a disappointment not to see a stream running down the roadside.

That experience has only happened once, but it made the owner driver wish that the local A.A. had a perambulating outfit on the road.

TRAFFIC SIGNALS.

The lights at the lower end of Stubbs Road are excellent. Why not use the same kind of big lamps in other places?

Something should be done to avoid the confusion caused by the lights at the lower Peak Tramway Station.

At the junction of Bonham and Pokfulam Roads the light is difficult to see if you are driving in from Repulse Bay.

Is there any good reason why, in a difficult position like that, there should not be two sets of lights, connected, so that both are changed simultaneously. Four roads meet and they are not at right angles.

It would be almost impossible to place a post in a position where the light would be visible to every driver. Two posts would be a way out of the difficulty.

There is still a mass of debris brought down from the hill-side by the storm, outside the main gate of the University. There is a bend at that point that makes the place always dangerous. The "one way traffic" caused by the debris is an additional source of danger.

It is good news that the road round the New Territory is now opened for traffic. May the road round the island soon be ready.

THE USE OF ALCOHOL.

It has long been a dream of those who wish to stimulate an interest in country life that alcohol, obtained from potatoes or other vegetables, should be used as a motor fuel.

A paper was read recently in London which describes the experiments carried out by the London General Omnibus Co., both in the workshop, and on the road.

It may be explained that Mr. Ricardo has an ingenious single-cylinder engine in which the compression can easily be varied.

As far back as a quarter of a century ago it was proved by Professor Burstall that high compressions were desirable for internal combustion engines.

One great feature of contrast between the engine of to-day and that of twenty years ago is the increase in compression.

It has now been proved by the L.G.O. that a small addition of alcohol to petrol enables a much higher compression to be used.

There is no "pinking"—or detonation—with this mixture in use.

HIGHER COMPRESSIONS.

With this mixture of petrol and a small percentage of alcohol greater power can be obtained from the same sized engine, because of the higher compressions that are possible. Benzole is used as an anti-pinking mixture, but power alcohol is better.

It has been found that twenty per cent. of benzole is needed to stop detonation or pinking—you bear it most easily when the engine is slowing down on a hill—but ten per cent. of power alcohol will do the trick. It seems probable, therefore, that the fuel of the future will include a percentage of power alcohol.

In the reports of these experiments nothing has been said about the use of lower grade fuels.

It seems not impossible that a mixture of power alcohol and kerosene would be serviceable and also economical.

When we reflect upon the enormous quantity of fuel that is used in cars nowadays, we realise that any research work that will lead to economy will benefit the motor-car industry. In these democratic days we hope to see motoring brought within the reach of the family of very moderate means.

CHEAPER CARS.

Any movement which has for its object the production of a better car at the old price or of the same car at a lower price will be welcomed by local motorists.

America made a bold bid for the motor car markets of the world. The invasion was made possible by mass production. British engineers were, it must be confessed, prejudiced at first against the new system of turning out "tin Lizzies." The consumer paid little, if any, attention to the experts. He didn't care a button about theory or methods of manufacture. He wanted plenty for his money, and he got it.

To-day there are serious efforts on the part of British manufacturers to meet the mass invasion. The Parliamentary head of the Department of Overseas Trade is taking a leading part in conferences with the leading traders in Great Britain.

FAR EASTERN MARKETS.

If only we could divert the energies of Young China from man-jong and other secondary games of chance—adjoining pointers—to motoring it would be for the benefit of Young China both physically and mentally.

Propaganda is a word that is not much in favour, but advertising pays. We want to educate non-motorists and good advertisements do that.

The plea is that if the British motor manufacturers were to combine and commence an intensive campaign of advertising in the Far East they would produce a market for their cars. No doubt the number of American cars will also increase. But there is a huge market for all.

Roads and cheaper cars are needed. Once the Chinese begin to appreciate the joys of motoring they will become ardent advocates of road-making.

BY CAR TO YUNNANFU.

All honour to those in Canton who have made the new roads. They have provided an object lesson which will be copied. The day will come when we shall be able to motor from Hongkong to Yunnanfu.

There is still a great deal of mystery about the Boxer indemnity money. It is, however, the belief of many that a goodly portion of it will be spent on road-making. The old roman roads in England are a monument to the practical common sense of those who did so much to end the chaos and superstition that was rampant in Great Britain before the roads were built.

We want more roads and cheaper cars in China. We hope that British and American manufacturers and statesmen will help in this pioneer work.

We may be sure of the whole hearted support of missionaries. They realise that quick methods of communication help them in their work.

Everybody praises the Rockefeller Foundation in China for the splendid medical work carried on in its name. Strange it is, however, that although Mr. Rockefeller made a huge fortune out of oil he has, as far as we are aware, done nothing in the way of endowments that will help road-construction in China.

But it is not yet too late. Roads are badly needed, even if waterways are efficient and offer the time honoured methods of transport.

BULLETIN "A."

From time to time we receive matter (some of it of interest to motor enthusiasts) which has been prepared for the press. We have recently received Bulletin "A" of *British Commercial News*. It is, so the statement runs, sent only to the Press and not to the public. It is "broadcasted" by an Association in London. As an effort in the direction of propaganda it is to be commended.

U.S.A. ENTERPRISE.

Hitherto most of the news about motor cars and cycles which reaches the office of the *Daily Press* has come from the U.S.A. It is well put together and shows that there are men in the automobile industry of that country who are determined to make the general public buy motor-cars. If the British motor-car industry has learnt the lesson, that is all to the good.

An interesting item in Bulletin "A" shows the value of advertising in China. A firm in Tientsin used as a slogan "The Finest Motoring Value in the World." They recently accepted delivery of a letter from a Chinese gentleman in Chin Wang Tiao which was addressed, with a simplicity that must have aroused the Post Office, as follows:—"The Finest Motoring Value in the World," Bromley Road, Tientsin.

It is gratifying to read that the export of British motor vehicles continues to increase. The following figures speak for themselves: In 1925 only 6,250 such vehicles were exported. In 1924 the number was 15,596 and in 1925 it was 29,091.

This latter figure was practically 20 per cent. of the total number of vehicles produced in Great Britain.

The policy of any enthusiastic motorist is to get the best value he can for his money and British cars will succeed only on their merits. If there are American or Continental cars that are better at the same price, the agents and the buyers should inform the firms in Great Britain.

That British firms are not without enterprise is proved by the following true story. A firm in Singapore called to a factory in England requesting that twenty-two cars should be shipped as quickly as possible.

All the cars were placed on board the s.s. *Kilana Maru* within twenty-four hours. One of the makers of English cars has used as a slogan "These cars won't boil in the tropics." In this Colony the hills are hard on low powered cars. There is a tendency to race the engine on low gears which does not give the radiator a chance. After all there is, no real need to hurry. Some of the recent sun temperatures have caused local cars with big radiators to boil.

LOCAL POPULAR CARS.

THE AUSTIN SEVEN.

Last year 104 of these cars were sold in Hongkong. When the first one appeared in the Colony some years ago, owners of big cars gave a smile. Since then even the owners of big cars have had to think about economy, and especially petrol consumption and wear and tear of tyres.

There are now so many Austin Sevens in Hongkong that there must be good reasons for their popularity.

In the first place the price, £168, is enticing. Then the petrol consumption of 45 miles to the gallon means that it does not cost very much to run.

The garage problem is another point. It is possible to make arrangements for the accommodation of an Austin Seven in a space that is easily provided even on this island which has such limited level ground.

Then, again, it is easily handled. A lady can learn to drive an Austin Seven in quite a short time. Several ladies in Hongkong drive them, both Europeans and Chinese.

The latest model has all modern improvements—four wheel brakes, shock absorbers, easily manipulated hood, etc. It is something more than a two-seater.

The car is designed for two adults in front and two children in the back. All of the passengers are under the hood.

In a two-seater, the passengers in the "dickie" seat have an uncomfortable time in the blazing sun or in a heavy rain.

An owner of an Austin Seven recently stated that he saw one of them running round the Happy Valley loaded with wine people. It was a pity that the car and its load were not photographed. Many a time, however, these small cars have carried four adults.

Technical men were horrified when first they saw the way in which Chinese owners overloaded Austin Sevens. The only people who do not worry seem to be those in the car. They enjoy themselves. The little engine runs at 2,400 r.p.m. The stroke is only 3 inches and the bore is 2.9 inches. The English (R.A.C.) rating is 7.3 the cylinder capacity being 747.5 c.c. Local owners claim to have reached 50 miles per hour on a straight run.

It is a sturdy little car. The owner of one of these most useful runabouts has every reason to be proud of it.

YOUR GUIDE

We sell the following cycles, cars and accessories—

MOTOR CYCLES

A. J. S.
Triumph
Douglas
Indian

O. H. V.
Q & P
EW
PRINCE

MOTOR CARS

Austin Standard

MOTOR TRUCKS

Dennis

ACCESSORIES

Pillion Seats
Foot Rests
Cycle Batteries
Ameters
Bowden Wire
Reynolds Cycle Chains
Lucas Bulb Horns
Electric do.
Klaxon Horns
Cowey Mechanical Horns
Speedometers
Cycle Tool Rolls
Oil Cans
Goodyear Tyres
—and almost anything
you want for your cycle.

Stocks Carried

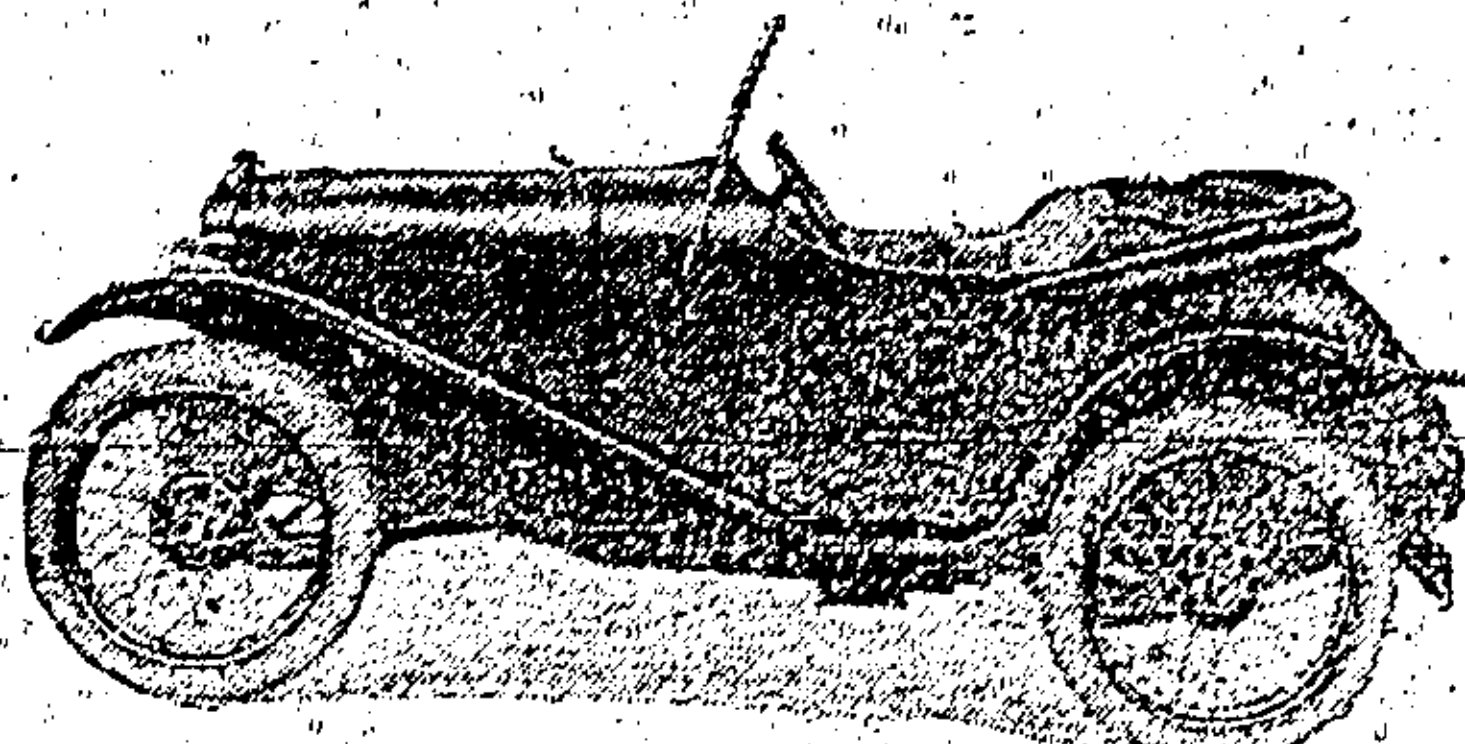
We undertake all types of repair work on cars and cycles sold by us. All work guaranteed.

ALEX. ROSS & CO.

(China), Ltd.

BANK OF CHINA BUILDINGS,
and
No. 14, CHATER ROAD,
HONGKONG.

THE "GORDON ENGLAND" SEMI-SPORTS CUP MODEL.



AUSTIN SEVEN.

This is an ideal two-seater high speed touring car.

STOCKS ARRIVING SEPTEMBER 2ND.

ALEX. ROSS & Co. (CHINA), Ltd.

BANK OF CHINA BUILDING. 4, QUEEN'S ROAD CENTRAL.
(TEL. C. 27. MACHINERY OFFICE: TEL. C. 2487.)

SOCONY
MOTOR OILS
AND
GASOLINE



CONSIGNEE NOTICES.

VEREENIGDE NEDERLANDSCHE
SCHEEPVAART-MAATSCHAPPIJ.
(UNITED NETHERLANDS NAVIGATION CO.)

HOLLAND-OOST AZIE LIJN
(HOLLAND EAST ASIA LINE).

NOTICE TO CONSIGNEES.

FROM AMSTERDAM, ROTTERDAM, HAMBURG, BREMEN AND GENOA.

THE Steamship

"OOSTERK" (9),
having arrived from the above ports, Consignees of Cargo by her are notified that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves, Delivery may be obtained. Goods not cleared by the 30th August, 1926, will be subject to Rent.

All broken, chafed and damaged Packages are to be left in the Godowns, where they will be examined on the 28th August, 1926, at 10 a.m., by Messrs. Goddard and Douglas. Claims against the Steamer must be presented in writing within ten days after arrival of Steamer, otherwise they will not be recognized.

No Fire Insurance will be effected by the Underwritten in any case whatever. Bills of Lading will be countersigned by JAYA-CHINA-JAPAN LIJN, General Agents.
Hongkong, 23rd August, 1926. [3889]

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

FROM UNITED KINGDOM AND CONTINENTAL PORTS VIA STRAITS.

CONSIGNEES per Company's Steamer

"MEDON"
are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignees' risk and subject to Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for Delivery from Godown on and after 24th August.

Optional Cargo will not be landed here, unless Notice has been given prior to Steamer's arrival, but carried on from port to port to the final port of call to which the option extends.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the Free Storage period.

No Claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 30th August, will be subject to Rent.

All Claims against the Steamer must be presented to the Underwritten on or before the 13th September, or they will not be recognized. No Fire Insurance will be effected.

BUTTERFIELD & SWIRE, Agents.
Hongkong, 24th August, 1926. [3890]

"GLEN LINE LIMITED."

NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM VIA PORTS.

THE Motor Vessel

"GLENAMOEY"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves, Delivery may be obtained.

Goods not cleared by the 31st August, 1926, at Noon, will be subject to Rent. All broken, chafed and damaged Packages are to be left in the Godowns where they will be examined in the presence of Consignees by Messrs. Goddard and Douglas on 30th August, 1926, at 10 a.m. Claims against the Steamer including those for Cargo short delivered must be presented on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the Free Storage period.

No Claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 30th August will be subject to Rent.

All Claims against the Steamer must be presented to the Underwritten on or before the 13th September, or they will not be recognized. No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO., LTD., Agents.
Hongkong, 24th August, 1926. [3891]

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

FROM NEW YORK VIA MANILA.

CONSIGNEES per Company's Steamer

"CALCHAS"
are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignees' risk and subject to Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for Delivery from Godown on and after 23rd August.

Optional Cargo will not be landed here, unless Notice has been given prior to Steamer's arrival, but carried on from port to port to the final port of call to which the option extends.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the Free Storage period.

No Claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 30th August will be subject to Rent.

All Claims against the Steamer must be presented to the Underwritten on or before the 13th September, or they will not be recognized. No Fire Insurance will be effected.

BUTTERFIELD & SWIRE, Agents.
Hongkong, 23rd August, 1926. [3892]

VESSELS EXPECTED.

Empress of Russia (C.P.R.), due Sept. 6th.

Jeyapore (P. & O.), due August 29th, about 4 p.m.

Tanda (E. & A.), due to-day.

Tilawa (B.I. & A.), due to-morrow.

SHIPPING NEWS.

HONGKONG SHIPPING.

BIG INCREASE IN FREIGHTS.
HEAVY LIST OF ARRIVALS.

The feature of yesterday morning's shipping statement was the big increase in freight, both for this port and ports beyond, due entirely to the large number of vessels arriving, an increase of eight on the previous return. It is only on rare occasions, since the strike and boycott commenced, that so many arrivals appear in an individual daily statement, and although it was quite a common event prior to the commencement of the unsettled conditions, this is one of those few and far between instances of a revival of the big returns. At any rate this is the largest number on one day for some time past. The result was a considerable increase in tonnage figures and freight. The total increase recorded with regard to the latter was about 24,000 tons, Hongkong cargo increasing by over 18,000 tons, and freight for ports beyond by over 5,000 tons. The total tonnage entered was: 57,275 tons (British vessels) 13,963 tons; Other nationalities: 43,312 tons.

Another feature of the returns was the good showing made by British vessels with regard to Hongkong cargo. All the British arrivals brought cargo for this port, although only two of them carried any for ports beyond. All but two of the vessels of other nationalities brought cargo for this port, and seven of them carried freight for ports beyond. At 9 a.m. yesterday there were 59 vessels in the harbour, of which 29 were British. During the previous twenty-four hours 21 vessels arrived, viz., eight British, one French, one American, four Dutch, four Japanese and three Chinese. The departures over the same period came to thirteen, viz., one British for Bangkok, one British and one German for Manila, one Norwegian for China, and one Chinese and one French for Kwang Chow. One British and one Chinese for Amoy, one Chinese for Sha U Chung, one Chinese for Haohai, one Japanese for Keelung and one Japanese for Takao. The clearances over the same period numbered six, viz., one British for Amoy, one Japanese for Takao, one British for Manila, one Japanese for Keelung, one Japanese for Kobe and one Dutch for Shanghai.

CARGO ENTERED.

(For the 24 hours ended at 9 a.m. yesterday.)

For Hongkong 21,738 tons.

For ports beyond 33,215 "

Total 54,953 "

(For the previous 24 hours ended at 9 a.m. on Monday.)

For Hongkong 3,505 tons.

For ports beyond 3,417 "

Total 6,922 "

Of the cargo for Hongkong, British vessels brought 9,185 tons, the best entries being 4,703 tons of liquid fuel and 1,860 tons of general cargo. Of the remaining 12,561 tons brought by vessels of other nationalities, the best entries were 4,903 tons of coal, and 4,325 tons and 1,770 tons of general cargo. Of the freight for ports beyond, two British steamers arrived 5,321 tons between them, one entry being for 5,041 tons. Of the remaining 27,997 tons in other vessels, all but one entry reached double figures. The best returns were 8,500 tons, 5,942 tons and 4,932 tons.

The arrivals for the twenty-four hours ended at 9 a.m. yesterday were as under:

Sui Sang (British) from Singapore with 556 tons of general cargo;

Glenilish (British) from Penang and Haohai with 418 tons of general cargo and 150 tons for ports beyond;

Medon (British) from Bremen and Singapore with 510 tons of general cargo and 5,041 tons for ports beyond;

Swaning (British) from Shanghai and Amoy with 1,860 tons of general cargo;

Ningpo (British) from Newchwang and Amoy with 100 tons of general cargo;

Huichow (British) from Tientsin and Weihaiwei with 800 tons of general cargo;

Bittina (British) from Tarakan and Sebatille with 4,703 tons of liquid fuel;

Hydrangea (British) from Kwang Chow Wan with 128 tons of general cargo;

Hanoi (British) from Haiphong and Port Beiyang with 150 tons of coal and general cargo;

President Jefferson (American) from Seattle and Shanghai with 1,770 tons of flour, lumber, paper and general cargo and 3,300 tons of similar cargo for ports beyond;

Semomaris (Dutch) from San Pedro and Newchwang with a nil entry;

Van Cloon (Dutch) from Belawan Deli, Penang and Singapore with 600 tons of general cargo and 23 tons for ports beyond;

Tjikembang (Dutch) from Shanghai with a nil entry for Hongkong, but 1,300 tons of general cargo for ports beyond;

Ootkerk (Dutch) from Amoy and Manila with 405 tons of general cargo and 4,332 tons for ports beyond;

Ganges Maru (Japanese) from Yokohama and Sandakan with 38 tons of rattan, sea-weed and general merchandise and 2,500 tons of sugar, old iron and merchandise for ports beyond;

Kitano Maru (Japanese) from Rotterdam and Singapore with 350 tons of general cargo, 3,945 tons of steel, wire, tea and chestnuts, and 5,942 tons (Continued on next column.)

SHIPPING NOTES.

The s.s. *Teon* (China Navigation Co., Ltd.) which, as reported yesterday, lost her starboard propeller through the tailshaft breaking, while negotiating the Mainan Straits on the way to Hongkong and Hoihow, has gone into the Taikoo Dock for repairs.

The total number of deck passengers entered for the twenty-four hours ended at 9 a.m. yesterday was 1,993, of which the s.s. *Sui Sang* (British) from Singapore carried 134; the s.s. *Glenilish* (British) from Penang and Hoihow 229; the s.s. *Hydrangea* (British) from Kwang Chow Wan 147; the s.s. *Van Cloon* (Dutch) from Belawan Deli and Singapore 1,183; and the s.s. *Sui Yik* (Chinese) from Sha U Chung 100.

Dangerous goods manifested in yesterday's shipping returns included the following:—five cases of caladium and one case of morphium, cocaine, etc., for Shanghai; 300 cases of betanaphthol, one case of Ohenilathilalkohol and two cases of films for Kobe; and "four cases of celluloid" and one case of films for Yokohama, all on the s.s. *Medon*; five cases of sulphuric acid and chemicals on the *Ootkerk*; glycerine on the *Kitano Maru*; and chlorate potash, acetic acid and other chemicals for Shanghai and Yokohama on the *Ataka Maru*.

The master of the s.s. *Huichow* (British) from Tientsin and Weihaiwei, reported to the Harbour Office yesterday that during the voyage to Hongkong, one member of the crew died from cholera on August 19th. On arrival here yesterday the *Huichow* went to the quarantine anchorage.

The master of the s.s. *Kitano Maru* (Japanese) from Rotterdam and Singapore reported to the Harbour Office yesterday that during the voyage rough weather was experienced from Suez to Colombo.

The master of the s.s. *President Jefferson* (American) from Seattle and Woonung, reported to the Harbour Office yesterday that about two o'clock on Monday afternoon a Chinese steamer passenger, who was on his way home, died on board from tuberculosis. The remains were not buried at sea, as other Chinese steamer passengers raised a contribution of over £832 and had the body embalmed by the ship's surgeon.

On her last trip to Hongkong, the coaster *Derwent* changed her master, Captain W. Brewer leaving the vessel on being relieved of his command by Captain O. Johansen. Mr. Hugh Macmillan has become Chief Officer of the steamer.

(Continued on next column.)

tons of general, wire wine glass

machine and potash for ports beyond;

Tsao Maru (Japanese) from Muroran and Moji with 4,903 tons of coal;

Ataka Maru (Japanese) from Bremen and Singapore with 171 tons of general cargo and 8,800 tons for ports beyond;

Po Sang (Chinese) from Kwang Chow Wan with 200 tons of general cargo;

Sui Yik (Chinese) from Sha U Chung with one ton of general cargo and fruit;

Tak Hing (Chinese) from Nam Tai with half a ton of vegetables.

Mails brought by the above vessels included the following:—from Singapore, *Sui Sang* (four bags); Shanghai and Amoy, *Swaning* (571 bags); Newchwang and Amoy, *Ningpo* (3 bags); Tientsin and Weihaiwei, *Huichow* (4 bags); Haiphong and Port Beiyang, *Hanoi* (21 bags); U.S.A., Canada, Japan and Shanghai, *President Jefferson* (492 bags); Belawan Deli and Singapore, *Van Cloon* (unspecified); Amoy and Manila, *Ootkerk* (8 bags); Rotterdam and Singapore, *Kitano Maru* (9 bags).

There was only one later arrival yesterday, this being the *Baron Androsan* (British) from Samarang and Probolinggo, with 6,600 tons of sugar.

(Continued on next column.)

It is understood in shipping circles that the Hongkong and Whampoa Dock Company, Ltd., are among the firms who have sent tenders to the Admiralty for the construction of the new floating dock for Singapore, which it is estimated will cost somewhere around a million and a half sterling. Such a contract would be of much value to Hongkong, and there seems no reason why Hongkong should not have a chance of securing the contract in view of the fact that if the work is carried out by a Home firm the dock would have to be towed to Singapore via the Cape. The work would take from about two to three years if done locally.

A very good run was made by the Blue Funnel line s.s. *Calchas* recently. She arrived at Pier No. 7, Manila on Sunday, the 18th inst., thirty-eight days, fifteen and one half hours after she left New York Harbour. The voyage was made by way of Suez, which is a longer route than that by Panama. The average speed at sea was 14 knots. Included in the trip were four stops, Port Said, where 2,500 tons of cargo were discharged, Penang, Port Swettenham, and Singapore. The total distance travelled was 11,635 miles. Forty-five days is considered excellent time for the trip, even when the Panama route is used. Passenger schedule calls for approximately 48 days, and freight lines expect ships to need from 47 to 57 days. Not long ago 60 days was regarded as good, while only a few years ago, 150 days frequently was needed. Captain Frank Adcock of the *Calchas* says that he made no special effort for a record.

It has been learned that Captain C. J. Bentley has resigned from the Hongkong-Kwang Chow Wharf and Godown Company, Ltd., as Captain Brewer, late of the *Derwent*, has taken his place there. Captain Bentley has formerly been master of the *Telmachus* (Saigon-Hongkong) and also the former *MacKessfield* Bank Surveying ship Asia.

The Kowloon wharves presented a scene of much activity yesterday owing to the large number of arrivals in port, the majority of which, however, had to lay in the stream. In addition to the *Hin Sang*, which had been discharging cargo at the wharves for the last ten days, three liners also went alongside, these being the R.M.S. *Empress of Canada*, which sails to-day for Manila, the four-masted Dutch ship *Ootkerk*, and which left again to-day at noon for Shanghai, and the Admiral-Oriental liner *President Jefferson*.

In connection with the arrival of the Chinese steamer *Jung Ning* (1,662 tons) at Kobe from Vladivostok early on the morning of the 5th instant, the Kobe Water Police took various precautions. It is said that a Soviet official was on board the ship, which accounted for the activity. She took some cargo from a Kobe agent of the Soviet Government on board very soon after her arrival, the Mitsubishi Saka Kaisha stevedoring it, and she left Kobe for Shanghai towards the evening of the same day. What was the result of the police activity is not yet known but it is believed that the movement aimed at the detection of a possible dissemination of Bolshevism.

An interesting arrival in port yesterday was the s.s. *Baron Androsan* which arrived from Samarang and Probolinggo with 6,600 tons of sugar. This vessel, which is of British registry and owned by Hogarth and Sons, Ltd., is a new arrival to Hongkong, although other vessels of the same line have called here. It is not known exactly if she has ever called at this port before, but at least it is certain that it is a very long time ago since she did so if ever. She is a steel-screw steamer of 4,319 tons gross, and 2,770 tons net tonnage. She has two decks, and was built by A. Rowley & Co., Glasgow. She is commanded by Captain A. McKay. Her dimensions are:—length, 380 feet, breadth 49.5 feet and moulded depth, 29.2 feet. She has a draught of 23 feet 8 inches fore, and the same aft and mean draught.

(Continued on next column.)

FINDLATER'S

"WOODPECKER BRAND"

OF

HEREFORD CIDER

Very refreshing in this hot weather!

\$5 per dozen pints delivered.

AGENTS:

GILMAN & Co., Ltd.,

Hongkong Bank Building.

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HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, August 24th.

	Previous Day at 2 p.m.	On 24th at 6 a.m.	On 24th at 2 p.m.
Barometer	29.66	29.67	29.68
Temperature	89	81	88
Humidity	65	91	66
Wind Direction	W	NW	W
" Force	2	1	3
Weather	0	0	0
Rain	0.00	0.00	0.00

Highest open-air Temperature on 23rd ... 89

Lowest open-air Temperature on 24th ... 81

B=Blue sky; C=Cloudy; D=Drizzle; F=Fog; L=Lightning; M=Mist; O=Overcast; P=Passing showers; Q=Squalls; R=Rain; T=Thunder

RIVER LEVELS.

Bulletin from

BOARD OF CONSERVANCY WORKS OF KWANGTUNG.

Water Levels (in English Feet) at 8 a.m.

Place of Observation	Height W. Level recorded	Normal W. Level	1926.	
			W.L. Aug. 21	W.L. Aug. 22
Most River at Shunghing	+41.0	0	+17.9	Falling
North River at Tungyuen	+27.7	0	+5.4	+5.4
North River at Samshui	+27.3	-5.0	+10.16	+9.56
East River at "hekung"	+15.2	-3	+2.1	+2.0

SHANGHAI, August 17th.

Mr. Axel Glendinning, who until about six weeks ago was a captain of the China Navigation Co., died yesterday, at the age of 28 years. He passed away early yesterday morning in the Victoria Nursing Home after an attack of pneumonia. Mr. Glendinning was a native of Bridge of Don, near Aberdeen. He came to Shanghai to join Messrs. Butterfield & Swire in 1917, when just turned nineteen. For a time the young officer, who then had his second mate's ticket, did transport work for the British Navy between India and Mesopotamia after which he returned to Shanghai and remained on the coast until the time of the severance of his connection with Butterfield & Swire. Mr. Glendinning got his first command at the age of 25 years being placed in command of the s.s. *Tientsin*. He was interred at Bubbling Well Cemetery on August 18th, the service being conducted by the Rev. A. C. S. Trivett, sub-dean of the Cathedral.

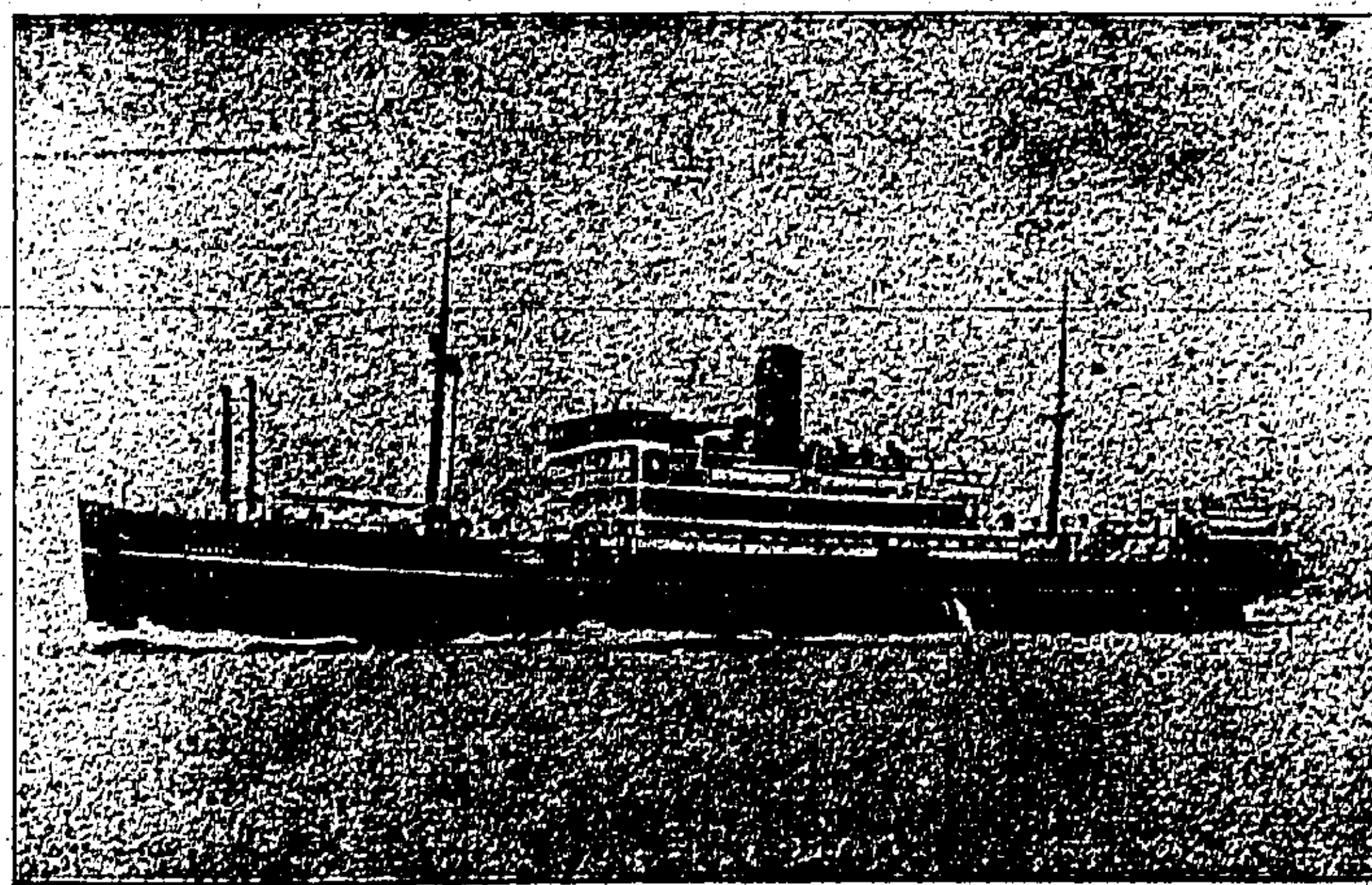
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TELEGRAPHIC ADDRESS: "MANIFESTO," HONGKONG.

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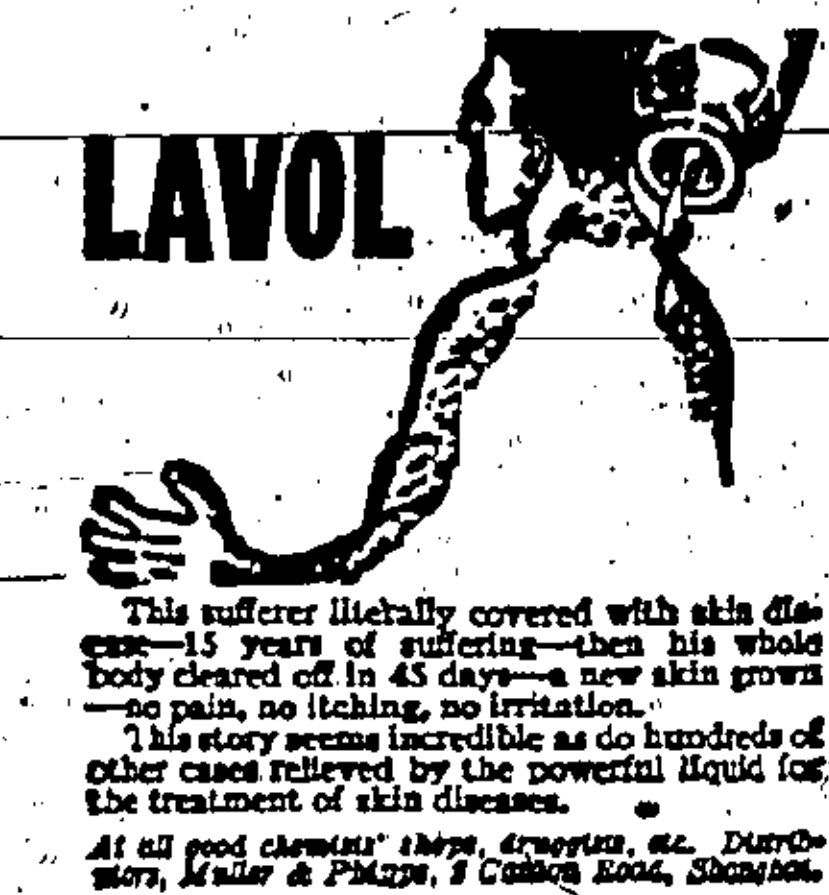


S.S. "CHANGTE"

BUILT AND ENGINEERED AT KOWLOON DOCK BY THE HONGKONG & WHAMPOA DOCK CO., LTD., TO THE ORDER OF THE AUSTRALIAN-ORIENTAL LINE, LTD., FOR AUSTRALIAN-HONGKONG SERVICE.

Please address enquiries to the Chief Manager.

R. M. DYER, B.Sc., M.I.N.A. KOWLOON DOCK, HONGKONG



COVER

THE RISK OF

TYPHOID

AND

CHOLERA

WITH

GILMANS.

THE

"OCEAN" COMPREHENSIVE POLICY

"24

MARTIN'S PILLS
ADIOL & STEEL
Sure and certain for all Female complaints. Every lady should keep a box in the house.
Chemists and Stores sell them throughout the world.
Proprietors:
MARTIN, Chemist, Southampton, England.

SHIPPING MOVEMENTS.

The R.M.S. *Empress of Asia* arrived at Nagasaki at 6 a.m. on Monday, left that port the same day at 6 p.m., and was due at Kobe yesterday at 8 p.m.

The P. & O. Co.'s s.s. *Jeyapore* left Singapore for Hongkong on the 23rd inst. at 4 p.m., and is due here on the 25th inst. at about 4 p.m.

SHIPPING NEWS.

ARRIVALS.

August 25th.
Alaska Maru, Japanese str., 4,553 tons, Capt. M. Yajima, from Bremen and Singapore. The former port she left on June 13th and the latter on August 17th, with a general cargo, lying at North Point.—O.S.K.
Bithun, British str., 2,338 tons, Capt. E. Ross, from Farakan and Segatik. The latter port she left on August 16th, with liquid fuel, lying at North Point.—A.P.C.
Glenfallach, British str., 1,424 tons, Capt. J. G. Connor, from Penang and Hoihow, with a general cargo, lying at buoy No. A20.—Seng Soon Hong.
Huachou, British str., 1,222 tons, Capt. R. Ashby, from Tientsin and Weihaiwei. The latter port she left on August 17th, with a general cargo, lying at buoy No. C34.—B. & S.
Kitama Maru, Japanese str., 4,523 tons, Capt. Mishi Potah, from Rotterdam and Singapore. The former port she left on July 3rd and the latter on August 19th, with a general cargo, lying at buoy No. A2.—N.Y.K.
Ningpo, British str., 1,223 tons, Capt. Wm. Shaw, from Newchwang and Amoy, with a general cargo, lying at buoy No. C14.—B. & S.
Poo Sang, Chinese str., 729 tons, Capt. Chan Kuan, from Kwang Chow Wan, with pigs, cows and general cargo, lying at buoy No. C37.—Teen Shing Co.
President Jefferson, American str., 8,340 tons, Capt. F. R. Nichols, from Seattle, which port she left on August 2nd, with a general cargo, lying at Kowloon Wharf—Admiral Oriental Line.
Sui Yik, Chinese str., 178 tons, Capt. Lo Shui, from Sha U Chung, with cattle, lying at Luca Cheong Wharf.—Fook Hoi Co.
Sunmying, British str., 1,570 tons, Capt. J. Pringle, from Shanghai and Amoy, with a general cargo, lying at buoy No. B3.—B. & S.

Tjikembang, Dutch str., 5,223 tons, Capt. P. Lewis, from Shanghai, which port she left on August 20th, with a general cargo, lying at buoy No. A8.—J.C.J.L.
 August 24th.
Baron de Houtman, British str., 2,774 tons, Capt. A. McLay, from Samarang and Probolinggo. The latter port she left on August 14th, with a cargo of sugar, lying at Quarry Bay.—J.C.J.L.
Hanoi, French str., 630 tons, Capt. L. Gruchot, from Port Bayard, with a general cargo, lying at Stonecutters.—Messageries Maritimes.
Medon, British motor ship, 3,627 tons, Capt. T. A. Price, from Singapore, which port she left on August 18th, lying at Holt's Wharf.—B. & S.
Tak Hing, Chinese str., 103 tons, Capt. Lo Shan, from Namtau, with a cargo of vegetables, lying at Luca Cheong Wharf.—Fook Hoi Co.
Tone Maru, Japanese str., 2,378 tons, Capt. I. Saitow, from Moji, which port she left on August 13th, with a cargo of coal, lying at buoy No. B47.—M.B.K.
Tsai Chuan, Dutch str., 2,362 tons, Capt. H. G. Blits, from Deli and Singapore. The latter port she left on August 16th, with a general cargo, lying at buoy No. A2.—J.C.J.L.

CLEARANCES.

August 24th.
Borneo, for Haiphong.
Glenfallach, for Amoy.
Hui Yung, for Amoy.
Hydrangue, for Kwang Chow Wan.
Kitama Maru, for Shanghai.
Kotaka Maru, for Swatow.
Kwang Chow, for Amoy.
Medon, for Shanghai.
President Jefferson, for Manila.
Sui Yik, for Sha U Chung.
Tak Hing, for Haiphong.
Wong Shet Kung, for Saigon.

VESSELS IN DOCK.

The following vessels are in dock at Taikoo: *Huachou*, *Kathy*, *Kiangsu* and *Tsun*.

HAMBURG AMERIKA LINIE

COMBINED FREIGHT AND PASSENGERS SERVICE.
 CABIN CLASS ACCOMMODATION FOR 50 PASSENGERS.
 FARE FROM HONGKONG TO GENOA—£73. 0s. 0d.

SAILINGS FROM EUROPE FOR SHANGHAI AND JAPAN PORTS.

S.S. "OLDENBURG" ... due here on or about the 31st August, 1926
 "SAARLAND" ... due here on or about the 23rd September, 1926
 SAILINGS FOR EUROPE
 M.S. "MUNSTERLAND" ... sailing on or about the 12th September, 1926
 S.S. "OLDENBURG" ... sailing on or about the 10th October, 1926

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FREIGHT AND PASSENGERS.

THE NEW FAST AMERICAN STEAMERS

FOR VICTORIA AND SEATTLE
 SHANGHAI—KOBE—YOKOHAMA

"PRESIDENT JEFFERSON" ... Sept. 1st, 5 p.m.
 "PRESIDENT GRANT" ... Sept. 13th, 5 p.m.

TO EUROPE—£120—£112

First Class on the Pacific. First Class on American or Canadian Railways. First Class and Cabin on the Atlantic. Choice of Trans-Continental Railways. Air Line on the Atlantic. Through Accommodation and Booking arranged.

FOR MANILA

"PRESIDENT GRANT" ... Sept. 5th, 5 p.m.
 "PRESIDENT MADISON" ... Sept. 17th, 5 p.m.

HONGKONG AND SHANGHAI BANK BUILDING.
 Telephones: Central 2477, 2478 & 795.

ELLERMAN & BUCKNALL STEAMSHIP CO. LTD.,

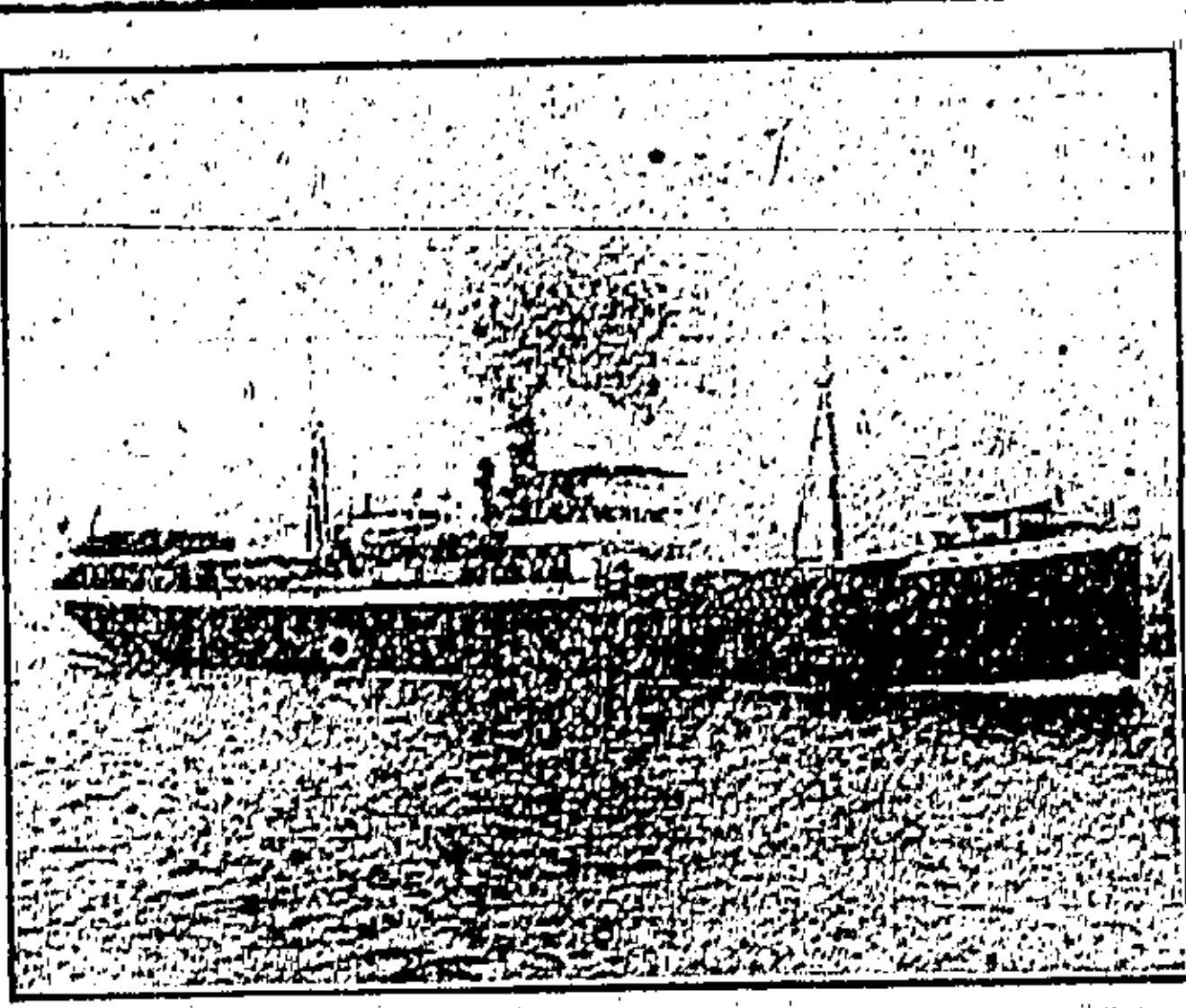
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THE above Steamer having Accommodation for over 100 First Class Passengers will be Despatched via PHILIPPINES, STRAITS COLOMB and SUEZ CANAL on 5th NOVEMBER, 1926, for NEW YORK where she is due to arrive on 2nd JANUARY, 1927.

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THE BANK LINE LTD.



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 BORNEO.

S.S. "LOK SUN"
 Leaves Hongkong
 Thursday,
 August 26th,
 calling at
 Sandakan, Lahad
 Datu, Tawao and
 Senporna.

Excellent Accommodation for Saloon, 1st and 2nd, and Storage Passengers.

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CARMICHAEL & CLARKE.

TEL. C. 232.

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via SHANGHAI and JAPAN PORTS.

STEAMERS	H'kong	Shanghai	Kobe	Yokohama	Vancouver
EMPRESS OF CANADA	Sept. 3	Sept. 5	Sept. 8	Sept. 11	Sept. 20
EMPRESS OF RUSSIA	Sept. 16	Sept. 19	Sept. 22	Sept. 25	Oct. 4
EMPRESS OF ASIA	Oct. 14	Oct. 17	Oct. 20	Oct. 23	Nov. 1
EMPRESS OF CANADA	Oct. 29	Oct. 31	Nov. 3	Nov. 6	Nov. 15
EMPRESS OF RUSSIA	Nov. 11	Nov. 14	Nov. 17	Nov. 20	Nov. 29

(E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai.)

HONGKONG—MANILA—HONGKONG—SERVICE

Leave Hongkong	Arrive Manila	Leave Manila	Arrive Hongkong
Aug. 25	Aug. 27	Aug. 28	Aug. 30
Sep. 8	Sep. 10	Sep. 11	Sep. 13

Passenger Department: Tel. C. 752. Cables: GACANPAC.
 Freight and Express: Tel. C. 42. Cables: NAUTILUS.



SAILINGS SUBJECT TO ALTERATION.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.

* KOREA MARU ... Tuesday, 24th Aug. at 10 a.m.
 * SIBERIA MARU ... Tuesday, 31st Sept. at Noon
 * TAIYO MARU ... Tuesday, 5th Oct. at Noon

SOUTH AMERICA via Japan, Honolulu, San Francisco, Los Angeles, Mexico and Panama.

GINYO MARU ... Tuesday, 31st Aug. at Noon
 ANYO MARU ... Tuesday, 12th Oct. at Noon
 BOKUYO MARU ... Saturday, 27th Nov. at Noon

MARSEILLES, LONDON & ANTWERP via Singapore & Paris.

FUSHIMI MARU ... Saturday, 25th Aug.
 HAKOZAKI MARU ... Saturday, 11th Sept.
 HAKUSAN MARU ... Saturday, 25th Sept.
 KITANO MARU ... Saturday, 9th Oct.

SYDNEY & MELBOURNE via Manila & Ports.

MISHIMA MARU ... Wednesday, 24th Aug.
 AKI MARU ... Wednesday, 26th Oct.

NEW YORK and/or BOSTON via PANAMA.

HAKODATE MARU ... Thursday, 26th Aug.
 TAKETOYO MARU ... Monday, 5th Sept.

BUENOS AIRES via Singapore, Durban & Cape Town, Delagoa Bay & Algoa Bay.

BOMBAY via Singapore, Penang & Colombo.
 TOKUSHIMA MARU ... Monday, 30th Aug.

CALCUTTA via Singapore, Penang & Rangoon.

NAGASAKI, KOBE & YOKOHAMA.
 AKI MARU ... Saturday, 18th Sept.

SHANGHAI, KOBE & YOKOHAMA.

MALACCA MARU ... Friday, 27th Aug.
 DAKAR MARU ... Monday, 30th Aug.
 TAMBA MARU ... Tuesday, 31st Aug.

For further information, apply to— NIPPON YUSEN KAISHA.

Telephones: Central No. 292 (Private exchanges to all Depts.).



SERVICES CONTRACTUELS

Mail Steamers	Next Sailings from Marseilles	Pro. Arr. at H'kong and Sailing for Shanghai and Japan	Probable Sailings from Hongkong for Marseilles
AMAZONE ... B	30th July, 1926	31st Aug., 1926	14th Sept., 1926
ANGERS ... A	13th Aug., "	14th Sept., "	28th Sept., "
D'ARPAIGNAN ... A	27th Aug., "	28th Sept., "	12th Oct., "
ANGKOR ... B	10th Sept., "	12th Oct., "	26th Oct., "
PORTHOS ... A	24th Sept., "	26th Oct., "	9th Nov., "
CHAMBORED ... B	8th Oct., "	26th Oct., "	23rd Nov., "
PAUL LECAT ... A		10th Nov., "	7th Dec., "

RATES OF PASSAGE MONEY TO MARSEILLES

(Including Table Wine and Free Doctor's Attendance).
 A CLASS 1st Class—£ 99. 0d. Od. B CLASS (1st Class)—£ 5. 0s. Od.
 STEAMERS 2nd —£ 70. 0d. Od. STEAMERS 2nd —£ 61. 0s. Od.
 Through Tickets to London and Leading Towns of Europe.
 Accommodation reserved in the Trains at Marseilles.
 LIGNES COMMERCIALES (Cargo Boats).
 s.s. "SE-KIANG" from DUNKIRK, LONDON & HAVRE is due to arrive on the 22nd August.
 (Sailings subject to alteration without notice.)

For full Particulars, apply to—

MESSAGERIES MARITIMES CO.

Telephone: Central 740. 8, QUEEN'S BUILDING, CONSIGNATION—TRADE—REPRESENTATION.

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

SANDAKAN	"HINSANG"	Wednesday, 25th Aug. at 4 p.m.
STRAITS & CALCUTTA	"KUMSANG"	Thursday, 26th Aug. at 3 p.m.
TSINGTAU via SHANGHAI	"HOPSANG"	Friday, 27th Aug. at 6 a.m.
FOOCHOW	"LEESANG"	Friday, 27th Aug. at 6 a.m.
TSINGTAU via NINGPO & SHANGHAI	"YATSHING"	Wednesday, 1st Sept. at Noon
STRAITS & CALCUTTA	"NAMSANG"	Wednesday, 1st Sept. at 3 p.m.
TIENTSIN	"CHIPSANG"	Friday, 3rd Sept. at Noon
SANDAKAN	"MAUSANG"	Saturday, 4th Sept. at 2 p.m.
HAIPHONG	"MINGSANG"	Sunday, 5th Sept. at 3 a.m.
TSINGTAU via SHANGHAI	"KWONGSANG"	Wednesday, 8th Sept. at 6 p.m.
KOBE via SHANGHAI & MOJI	"LAISANG"	Friday, 10th Sept. at 7 a.m.
STRAITS & CALCUTTA	"KUTSANG"	Saturday, 11th Sept. at 3 p.m.
TIENTSIN	"CHONGSHING"	Wednesday, 15th Sept. at 7 a.m.
STRAITS & CALCUTTA	"FOOKSANG"	Wednesday, 15th Sept. at 3 p.m.

For Freight or Passage, apply to—

JARDINE, MATHESON & CO., LTD.

GENERAL MANAGERS.

Telephones: Central No. 215.

GLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K.—STRAITS, CHINA & JAPAN SERVICE.

OUTWARDS.

Vessel	Due Hongkong	Vessel	Discharges	Leaves H'kong
"GLENAMORY"	In Port	"GLENUGLE"	...	22nd Sept.
"GLENABBY"	2nd Sept.		London, Rotterdam & Hamburg.	
"GLENAPP"	13th "			
"GLENSHANE"	5th Oct.	"GLENABBY"	...	20th Oct.
"CARMALETHENSEHIE"	15th "		London, Rotterdam & Hamburg.	
"GLENBEG"	25th "			

Movements are subject to change without notice.

For Freight or further Particulars, please apply to—

JARDINE, MATHESON & CO., LTD.,
 THE GLEN LINE, LTD., AGENTS.

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FAR EASTERN PASSENGER

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Cabin class £73. 4s. Od.
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STEAMERS:	ARRIVAL AT HONGKONG AND SAILINGS FOR:	SAILINGS FROM HONGKONG TO:
"ACCOMMODATION FOR 100 CABIN CLASS AND 150 INTERMEDIATE CLASS PASSENGERS."	SHANGHAI AND JAPAN.	GENOA, MARSEILLES, ROTTERDAM, HAMBURG, AND BREMEN VIA MANILA, SINGAPORE, BELAWAN, COLOMBO AND PORT SAID.
* S.S. "TRIER"	8th September, 1926	16th October, 1926
* S.S. "SAARBRUECKEN"	8th October, "	18th November, "
* S.S. "COBLENZ"	5th November, "	11th December, "
* S.S. "YORK"	2nd December, "	9th January, 1927
* S.S. "FULDA"	30th December, "	6th February, "
* S.S. "DERFFLINGER"	27th January, 1927	6th March, "

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JAVA-CHINA-JAPAN-LIJN.



REGULAR FORTNIGHT SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
"KEMBANG"	SHANGHAI	In Port	26th Aug.	BATAVIA
"KATHLOERNE"	JAVA	23rd Aug.		
"JISALAK"	N. CHINA & AMOY	30th "	3rd Sept.	MAHAR & JAWA
"KILBOET"	JAVA & M'KAR.	31st "	3rd "	SHAI & NORTH CHINA
"JINAROE"	BATAVIA	5th Sept.	8th "	SHANGHAI
"JITAROEM"	N. CHINA & AMOY	16th "	17th "	BATAVIA

Wireless Telegraphy.

The steamers are all fitted throughout with Electric Light and have accommodation for a limited number of saloon passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.

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BOSTON & NEW YORK

AMERICAN & ORIENTAL LINE

(ANDREW WATKINS & Co., Ltd.)

Sailings from Hongkong:

M.V. "SPRINGBANK" ... Via Suez Canal 30th September.

UNITED KINGDOM & CONTINENT

"ELLERMAN" LINE

(ELLERMAN & BUCKWALL S.S. Co., Ltd.)

"CITY OF MELBOURNE" ... From Hongkong 5th September.
For Marseilles, Havre, London and Hamburg.FARES TO LONDON "A" 1st Class £25. 2nd Class £20.
"B" 1st Class £20. 2nd Class £15.**MAURITIUS & SOUTH AFRICA**

ORIENTAL-AFRICAN LINE

STEAMERS ... From Hongkong ... October.

Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay, Port Elizabeth, Mossel Bay and Capetown.

Through Bills of Lading issued to Beira, Quilimane, Ibo, Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Mombasa, Kilindini, Port Nolloth, Ladaria Bay, Walvis Bay, and Malagascour.

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Sailings from Singapore on 6th of every month by "CITY OF PALERMO" or "MALATIAN" to Java, Fremantle, Adelaide, Melbourne and Sydney, and Vice Versa.

Through Freight and Passenger bookings from Hongkong in conjunction with "Ellerman" Line or other services.

For Freight or Passage on any of the above Lines, Apply to—

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**P. & O. British India
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Eastern & Australian
Lines**

(COMPANIES INCORPORATED IN ENGLAND.)

MAIL AND PASSENGER STEAMERS
TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MADAGASCAR, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, CON- STANTINOPLE, GREECE, LEVANTINE PORTS, EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY DIRECT
ROYAL MAIL STEAMERS.
(Under Contract with H.M. GOVERNMENT.)

Steamship	Tons	From Hongkong (about)	Destination
"MACEDONIA"	11,099	4th Sept. Noon	Marseilles and London.
"NAGPORA"	5,233	10th Sept.	Mara, L'don, Hamb., R'dam. Antw. & Hall.
"MALWA"	10,941	18th Sept.	Marseilles & London.
"KIDDERPORE"	5,334	23rd Sept.	Singapore, Penang, Colombo & Bombay.
"NELLORE"	6,853	29th Sept.	Singapore, Penang, Colombo & Bombay.
"KASHGAR"	9,005	2nd Oct.	Marseilles and London.
"MOBKA"	10,918	18th Oct.	Marseilles, London and Antwerp.
"KHYBER"	9,114	30th Oct.	Singapore, Penang, Colombo & Bombay.
"NYANZA"	7,023	30th Oct.	Marseilles and London.
"MANTUA"	10,902	13th Nov.	Marseilles and London.
"DEVANHA"	8,155	21st Nov.	Singapore, Penang, Colombo & Bombay.
"KARMALA"	9,123	27th Nov.	Marseilles, London and Antwerp.
"MACEDONIA"	11,099	11th Dec.	Marseilles and London.
"DELTA"	8,097	23rd Dec.	Singapore, Penang, Colombo & Bombay.
"KHIVA"	9,135	30th Dec.	Marseilles, London and Antwerp.
"MALWA"	10,941	8th Jan.	Marseilles and London.
"KALYAN"	9,144	22nd Jan.	Marseilles, London and Antwerp.
"MOBKA"	10,918	19th Feb.	Marseilles, London and Antwerp.
"KASHGAR"	9,005	19th Feb.	Marseilles, London and Antwerp.
"MANTUA"	10,902	5th March	Marseilles and London.
"MONGOLIA"	16,504	19th March	Marseilles and London.
"MACEDONIA"	11,099	2nd April	Marseilles and London.
"KARMALA"	9,123	16th April	Marseilles, London and Antwerp.
"MALWA"	10,941	30th April	Marseilles and London.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

Steamship	Tons	From Hongkong (about)	Destination
"TAKADA"	8,543	8th Sept.	Singapore, Penang and Calcutta.
"SANTHA"	7,754	14th Sept.	do.
"KILAWA"	10,006	30th Sept.	do.
"KALAMBA"	9,013	24th Sept.	do.
"SHIRALA"	7,941	3rd Oct.	do.

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

Steamship	Tons	From Hongkong (about)	Destination
"TANDA"	8,958	27th Aug. 4 p.m.	Manila, Sandakan, Thursday Island.
"ST. ALBANS"	4,500	1st Oct.	Townsville, Brisbane, Sydney and Melbourne.
"ARAFURA"	6,000	12th Oct.	do.

* Calls at Kolambagan.
Regular Monthly Sailings from Hongkong to Japan and Hongkong to Australia.
The E. & A.S.S. Co., Ltd., steamers will also call at Shanghai, Hoilo, Cebu, Kolambagan, Tawao, Timor, Durwin, or other ports en route as inducement offers.Frequent connections from Australia with the following:—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.**SAILINGS TO SHANGHAI AND JAPAN**

Steamship	Tons	From Hongkong (about)	Destination
"TILAWA"	10,006	25th Aug. 6 a.m.	Amoy, Moji, Kobe, Osaka and Yokohama.
"KEYFORE"	5,518	30th Aug. 6 a.m.	Moji and Kobe.
"YILORE"	6,843	31st Aug.	Shanghai, Moji & Kobe.
"KASHGAR"	9,005	3rd Sept.	Shanghai, Moji and Kobe.
"TALANBA"	8,018	5th Sept.	Kobe.
"ST. ALBANS"	4,500	7th Sept.	Moji, Kobe, Osaka and Yokohama.
"SHIRALA"	7,941	13th Sept.	Shanghai, Moji and Kobe.
"MOBKA"	10,918	16th Sept.	Shanghai, Moji and Kobe.
"NYANZA"	7,023	20th Sept.	Shanghai, Moji and Kobe.
"KEYBER"	9,114	1st Oct.	Shanghai, Moji and Kobe.
"ARAFURA"	6,000	5th Oct.	Moji, Kobe, Osaka and Yokohama.
"MANTUA"	10,902	16th Oct.	Shanghai, Moji & Kobe.
"MONGOLIA"	16,504	30th Oct.	Shanghai, Moji and Kobe.
"KARMALA"	9,123	24th Oct.	Shanghai, Moji and Kobe.
"DEVANHA"	8,155	30th Oct.	Shanghai and Kobe.
"TANDA"	8,958	2nd Nov.	Moji, Kobe, Osaka and Yokohama.
"KHIVA"	9,135	14th Nov.	Shanghai, Moji and Kobe.
"NELLORE"	6,853	15th Nov.	Shanghai, Moji and Kobe.
"MACEDONIA"	11,099	25th Nov.	Shanghai only.
"DELTA"	8,097	27th Nov.	Shanghai, Moji and Kobe.
"ST. ALBANS"	4,500	7th Dec.	Moji, Kobe, Osaka and Yokohama.
"MALWA"	10,941	18th Dec.	Shanghai, Moji and Kobe.
"NYANZA"	7,023	13th Dec.	Shanghai, Moji and Kobe.
"KALYAN"	9,144	24th Dec.	Shanghai, Moji and Kobe.
"ARAFURA"	6,000	4th Jan.	Moji, Kobe, Osaka and Yokohama.
"MOBKA"	10,918	7th Jan.	Shanghai, Moji and Kobe.
"KASHGAR"	9,005	21st Jan.	Shanghai, Moji and Kobe.
"MANTUA"	10,902	4th Feb.	Shanghai, Moji and Kobe.
"TANDA"	8,958	6th Feb.	Moji, Kobe, Osaka and Yokohama.
"MONGOLIA"	16,504	17th Feb.	Shanghai, Moji and Kobe.
"MACEDONIA"	11,099	4th March	Shanghai, Moji and Kobe.
"ST. ALBANS"	4,500	8th March	Moji, Kobe, Osaka and Yokohama.
"DEVANHA"	8,155	13th March	Shanghai, Moji and Kobe.
"KARMALA"	9,123	18th March	Shanghai, Moji and Kobe.
"MALWA"	10,941	1st April	Shanghai, Moji and Kobe.
"ARAFURA"	6,000	5th April	Moji, Kobe, Osaka and Yokohama.

All dates are approximate and subject to alteration without notice.
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*Passengers for Bangkok must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.

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SHANGHAI	"SUNNING"	On 26th Aug.	6 a.m.
HOIHOW & HAIPHONG	"TEAN"	On 27th Aug.	10 a.m.
SHANGHAI & TSINGTAO	"SHANTUNG"	On 28th Aug.	6 a.m.
BANGKOK	"KALGAN"	On 29th Aug.	6 a.m.
WEIHAIWEI, CHEFOO & TIENTSIN	"HUICHOW"	On 29th Aug.	4 p.m.
SHANGHAI	"SINKIANG"	On 29th Aug.	6 a.m.
AMOY & SHANGHAI	"KANCHOW"	On 31st Aug.	6 a.m.
AMOY & SINGAPORE	"KIUNGCHOW"	On 31st Aug.	6 a.m.
SHANGHAI	"SOOCHOW"	On 2nd Sept.	6 a.m.
AMOY & SINGAPORE	"KINGYUAN"	On 3rd Sept.	6 a.m.
SHANGHAI & TSINGTAO	"LINAN"	On 4th Sept.	6 a.m.
SHANGHAI	"SUITANG"	On 5th Sept.	6 a.m.
AMOY & SINGAPORE	"ANKING"	On 6th Sept.	6 a.m.
BANGKOK	"KWEIYANG"	On 6th Sept.	6 p.m.
AMOY & SHANGHAI	"SZECHUEN"	On 7th Sept.	6 a.m.

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M.V. "VIMINALE" ... on or about 5th October.

HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE

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S.S. "ROSANDRA" ... on or about 7th September.

S.S. "FIUME L" ... on or about 30th September.

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S.S. "DEUCALION"	... Via Suez Canal	27th August.
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S.S. "CITY OF EVANSVILLE"	... Via Suez Canal	24th September.

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